

# 2ND STREET RESURFACING AND PEDESTRIAN SAFETY IMPROVEMENT PROJECT



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# 2ND STREET PROJECT OVERVIEW

Location: 2nd St S, 2nd Ave S-13th Ave S



## Project goals

The city has a pavement resurfacing planned for the summer of 2023 as part of its pavement management program. Public works is seeking to leverage this maintenance project to identify options to improve safety and mobility for all users within the existing footprint of the curb lines as they currently exist.

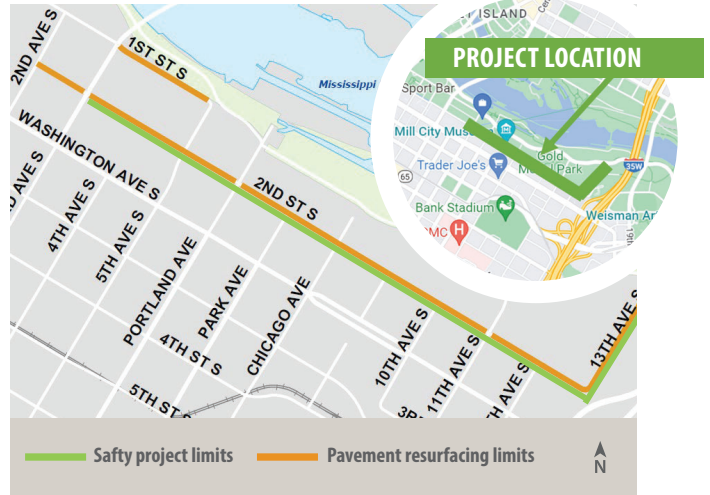
The goals of the safety improvement project are as follows:

- Improve pedestrian safety at intersections
- Better manage vehicle speeds
- Create an all ages and abilities bicycle facility
- Accommodate access for residents, employees, customers, and visitors
- Maintain traffic operations

## Project elements

- Complete pavement resurfacing
- Install accessible curb ramps at corners
- Pedestrian safety islands/raised medians at 6 of 9 intersections
- Stiped crosswalks at 7 of 9 intersections
- Revised sign locations for better visibility
- 2-way protected bikeway with 24' curb
- Widened parking lanes

## Project elements & goals



Poor pavement quality on 2nd Street

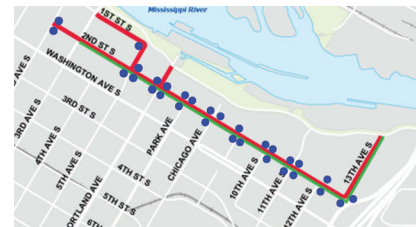
PROJECT ELEMENT	PROJECT GOAL				
	Improve pedestrian safety at intersections	Better manage vehicle speeds	Accommodate access for residents, employees, customers, and visitors	Create an all ages and abilities bicycle facility	Maintain traffic operations
Resurfacing	Included as a part of the base project.				
Accessible Curb Ramp	Included as a part of the base project.				
Pedestrian Safety Islands	X	X	X	X	X
Pedestrian Safety Medians	X	X	X		X
Striped Crosswalks	X		X	X	X
Revised Sign Locations	X	X	X	X	X
2-Way Protected Bikeway	X	X	X	X	X
Widened Parking Lanes			X	X	X



Accessible curb ramp



Two-way bikeway, with barrier



Planned curb ramp upgrade locations

# 2ND STREET COMMUNITY ENGAGEMENT

Public works completed community and stakeholder engagement to learn about issues, opportunities, and priorities from a community perspective. The results of this engagement were used to refine the project goals and to evaluate potential design concepts. Engagement was completed over two phases in 2022 and 2023:

- Phase 1, Issues and Opportunities: January – June 2022
- Phase 2, Preliminary Design Review: October – February 2023



## PHASE 1 ACTIVITIES

- 4,000+ piece mailing
- Meeting with neighbors
- One-one-one conversations
- DMNA subcommittee meeting
- Guthrie government affair meeting
- U of M traffic meeting
- BAC/PAC committees
- Council Member briefing

## Phase 1, Issues and Opportunities

### KEY THEMES



This is a high activity area, a regional destination, and a residential neighborhood.



This is an important bicycle route that should be maintained and enhanced as it provides critical connections to the regional bike network.



Vehicle speeds are high and dangerous and there is a desire for and pedestrian safety traffic calming improvements.



There is a need to maintain adequate property access for residents, customers, visitors, deliveries, loading/unloading, and garbage collection.



There is a need to improve pedestrian safety for people walking across the street. Speeding cars, scooters on the sidewalk, and snow and ice were commonly sighted issues.



The trees and plants, and the historic character of the area create a unique aesthetic which is important to preserve.

## Phase 2, Preliminary Design Review

### KEY THEMES



General agreement with the overall project goals



Desire to address unlawful behavior - racing, loitering, etc.



Concern over loading and unloading conflicts, and crossing the proposed two-way bike facility



Property-specific access/ safety requests



Pedestrian safety remained an important theme with a strong desire to see more focus on intersection safety



Favorable response to reallocation of the street space to narrow the street and better manage vehicle speeds

## PHASE 2 ACTIVITIES

- Direct contacts to 22 adjacent properties, at least 2 times
- Resident listening sessions (x10)
- Stakeholder/institution meetings (x10)
- Neighborhood group meetings (x3)



Phase 2 community engagement, listening session and meeting locations

# 2ND STREET TODAY

Today 2nd Street includes sidewalks and boulevards on both sides of the streets, on-street parking, traditional striped bike lanes, and two vehicle travel lanes. There is a traffic signal with crosswalks at the 2nd Street and 3rd Avenue intersection and there is an all way stop with crosswalks at the 2nd Street and 11th Avenue intersection. In addition, there is a mid-block crosswalk on 2nd Street between Chicago Avenue and 9th Avenue, near the entrance to the Guthrie Theater. There are also, temporary (pavement striping and delineator posts) pedestrian crossings at 10th Avenue, Park Avenue, and 11th Avenue.



## EXISTING CONDITIONS



Sidewalk    Boulevard    Parking    Bike Lane    Drive Lane    Drive Lane    Bike Lane    Parking    Boulevard    Sidewalk



2nd Street at Portland Avenue, looking west



2nd Street at 5th Avenue, looking east



2nd Street at Park Avenue, looking east

## What does the Data Tell Us?

### DATA COLLECTION

- Geometric and topographical survey to understand existing conditions
- Streets built between 1987-1990
- Planned maintenance will extend the life of the street

### SPEED STUDY: OCT 2018 AND OCT 2022

- Speed has decreased slightly with a median speed of 22 mph
- There were higher frequencies of speeding in the afternoon and evening hours
- There were isolated occurrences of extremely high speeds in the late evening

### DAILY TRAFFIC COUNTS

- 2,300 pedestrians (2017)
- 220 bikes (2017)
- 1,495 - 3,500 cars per day, down 8% (2022)
- ~4.7% - 7.3% trucks

### CRASH HISTORY (2012 - 2022)

- 85 total crashes
- 14 in 2019 (pre-pandemic)
- 1 fatal and 2 serious injury, all pedestrian related
- 46% of crashes occurred at 3rd Avenue intersection

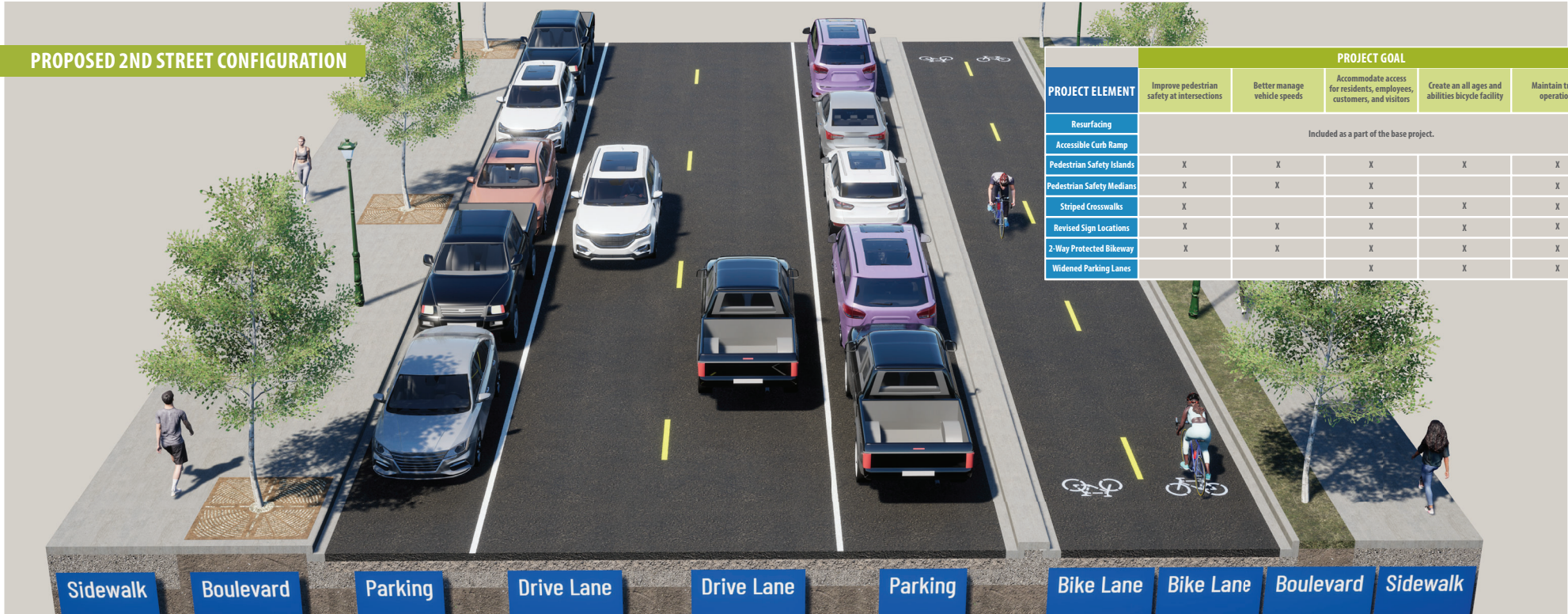
### KEY FINDINGS

- There does not appear to be a speeding problem based on median speeds, but there is a lot of variation
- There are occurrences of high or extremely high speeds in the evenings (>80 mph)
- Speeds have decreased slightly from since 2018, which is in line with trends across the region
- There have been observations of reckless driving through the area and within intersections
- Traffic volumes have decreased since 2018
- There have been multiple pedestrian crashes. The highest crash location is 3rd Avenue

- 12% of crashes occurred at the Portland Ave intersection
- No reported crashes between bicyclists and pedestrians

# 2ND STREET RECOMMENDED DESIGN

## PROPOSED 2ND STREET CONFIGURATION



PROJECT ELEMENT	PROJECT GOAL				
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Resurfacing	Included as a part of the base project.				
Accessible Curb Ramp	Included as a part of the base project.				
Pedestrian Safety Islands	X	X	X	X	X
Pedestrian Safety Medians	X	X	X		X
Striped Crosswalks	X		X	X	X
Revised Sign Locations	X	X	X	X	X
2-Way Protected Bikeway	X	X	X	X	X
Widened Parking Lanes			X	X	X

Sidewalk    Boulevard    Parking    Drive Lane    Drive Lane    Parking    Bike Lane    Bike Lane    Boulevard    Sidewalk

Note: This drawing is meant to illustrate the recommended design, but is not an exact representation and is not to scale

## Major Changes Informed by Engagement Feedback

### ADD SAFETY IMPROVEMENTS AT MORE INTERSECTIONS

- Top 3 priority intersections now have upgrades
- 6 of 9 intersections include pedestrian medians or islands
- 7 of 9 intersections include marked crosswalks (5 new)
- Moving stop signs to medians at four-way stops

### WIDENING PARKING LANES AND NARROWED BIKEWAY

- Accommodates winter operations and supports improved snow clearance
- Safer and more accessible loading and crossing from vehicles adjacent to bikeway and vehicle lanes
- Adding more openings along bikeway to improve access to sidewalk from parking lane
- Allows for wider pedestrian safety islands at intersections

### RELOCATED BIKEWAY TO SOUTH SIDE OF STREET

- Safety, minimize conflicts with driveways and access points
- Improve traffic operations, sight lines, and visibility
- Mitigate loading and curbside conflicts at some (not all) major designations on the corridor
- More direct connection to the Bluff Street Trail connection, eliminating mid-block crossing along 13th Ave

# 2ND STREET RECOMMENDED INTERSECTION IMPROVEMENTS



**INTERSECTION IMPROVEMENT A**

Intersection improvement A – parking lane safety island (5th Ave, Portland Ave, Chicago Ave, 11th Ave)



**INTERSECTION IMPROVEMENT B**

Intersection improvement B – center safety median (Park Ave and 10th Ave)

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