CITY VIEW

SAFE ROUTES TO SCHOOL

The focus of the Safe Routes To School program in Minneapolis is on **enhancing bicycle and pedestrian facilities** to connect schools, parks and other neighborhood destinations throughout the city.

Safe Routes To School projects typically include **bikeway improvements, traffic calming elements** (such as traffic circles), and **pedestrian crossing improvements** (such as median refuge islands or bumpouts).

The site for this project was chosen because of its location next to or on various networks laid out in the **Transportation Action Plan** and the policies adopted in the **Minneapolis 2040 Comprehensive Plan.**

OCTOBER-DECEMBER 2021
Public Outreach and Engagement

WINTER 2022
Initial Design

SPRING 2022
Public Discussion on Design

SPRING/EARLY SUMMER 2022
Revise Design

SUMMER 2022
Public Discussion on Design

AUGUST 2022
Final Design - 30%

SPRING-FALL 2023
Project Construction

Cityview Safe Routes To School | DRAFT CONCEPT

Minneapolis
City of Lakes

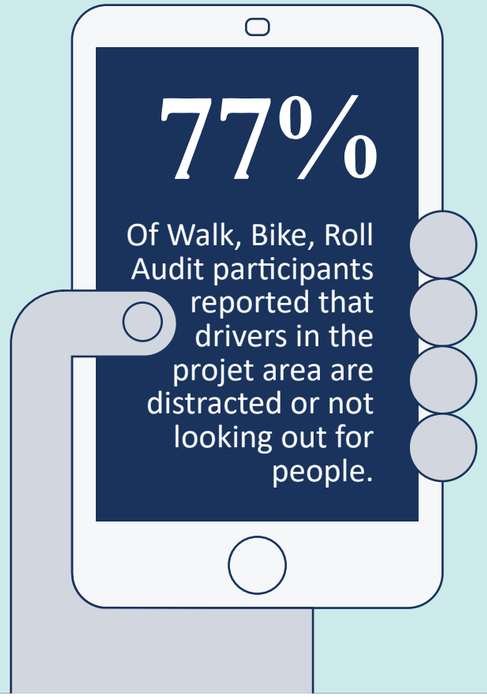
4th Street North

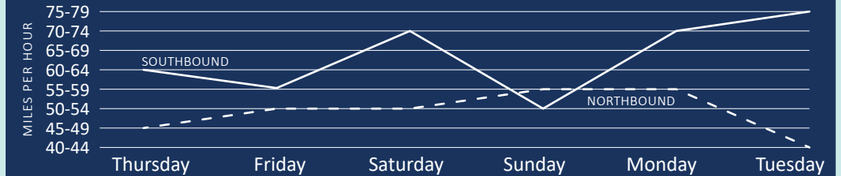
WALK BIKE ROLL AUDIT

SEMTEMBER 30, 2020

SPEED & VOLUME TUBE COUNT

NOVEMBER 2020



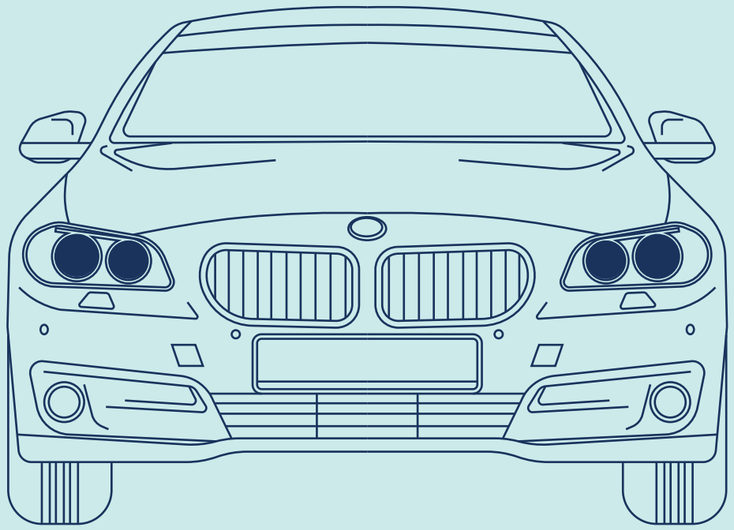


HIGHEST DAILY SPEEDS

85TH PERCENTILE
35 MPH
SOUTHBOUND SPEED

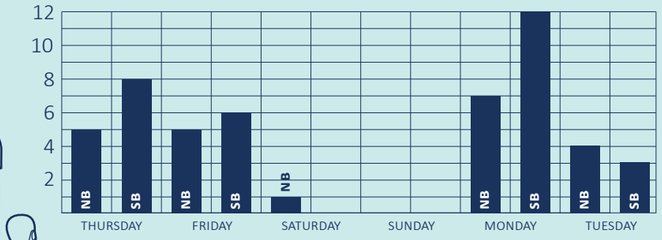
85TH PERCENTILE
33 MPH
NORTHBOUND SPEED

WITH **5%** OF SOUTHBOUND DRIVERS DRIVING OVER **40 MPH**
AND **5%** OF NORTHBOUND DRIVERS DRIVING OVER **38 MPH**



75-79
MILES PER HOUR

Fastest recorded speed, recorded between **6:00-7:00 AM** on a Tuesday morning.



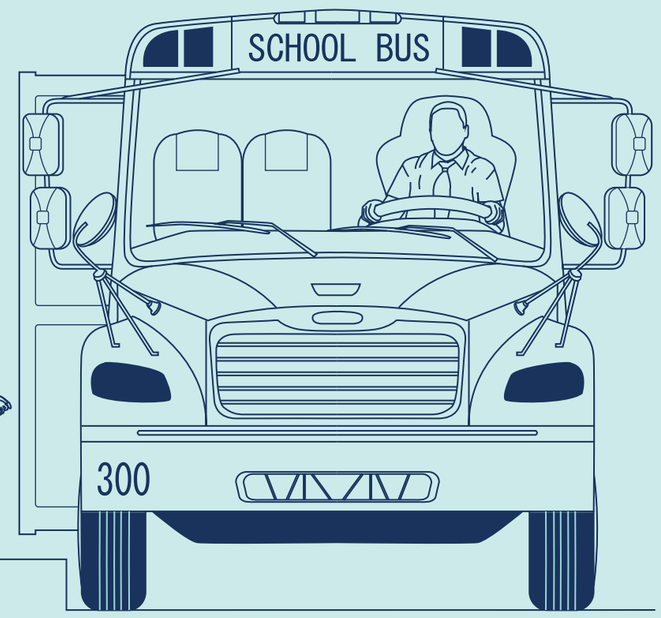
BUS VOLUME
Northbound & Southbound

SUNDAY

HIGHEST AM PEAK VOLUME

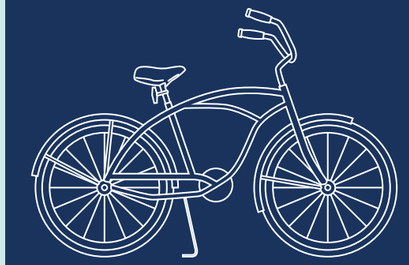
7:00-8:00 AM

Weekday peak for school bus drop off at Cityview



85%

Walk, Bike, Roll Audit participants reported that drivers in the projet area do not stop at stop signs or lights, or stop within the crosswalk



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Concentrated Parking Area

High traffic (pedestrian and car) during peak times

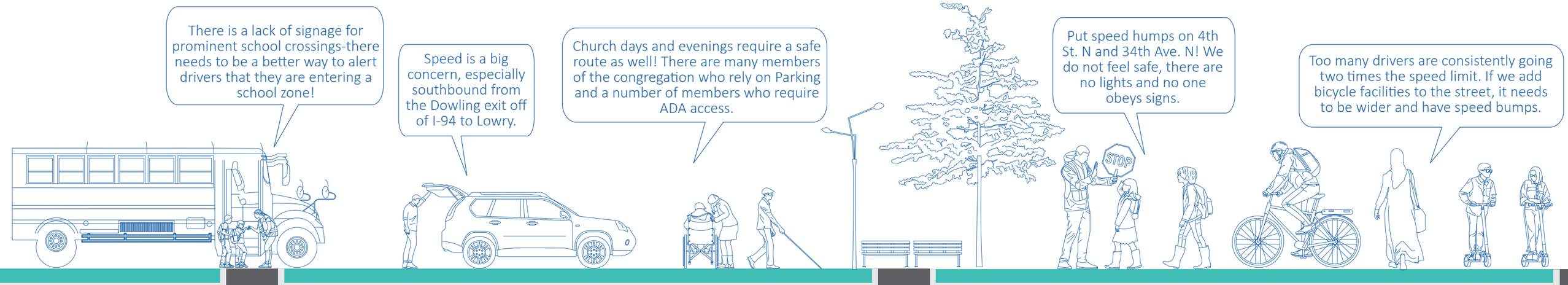
There is a lack of signage for prominent school crossings-there needs to be a better way to alert drivers that they are entering a school zone!

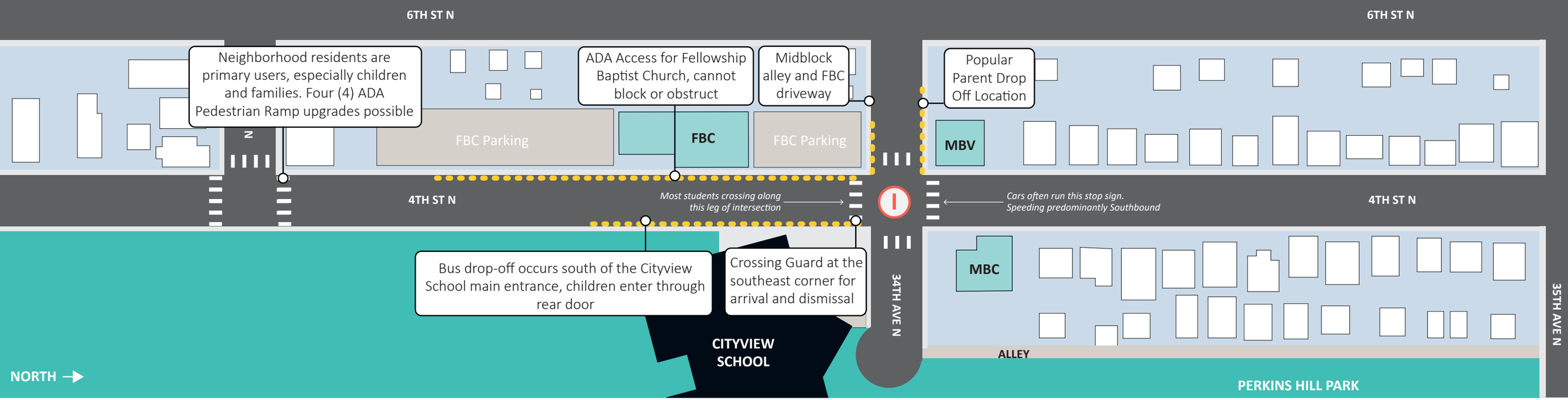
Speed is a big concern, especially southbound from the Dowling exit off of I-94 to Lowry.

Church days and evenings require a safe route as well! There are many members of the congregation who rely on Parking and a number of members who require ADA access.

Put speed humps on 4th St. N and 34th Ave. N! We do not feel safe, there are no lights and no one obeys signs.

Too many drivers are consistently going two times the speed limit. If we add bicycle facilities to the street, it needs to be wider and have speed bumps.





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1

VERTICAL SPEED CONTROL

Signage alone has proven ineffective in curbing speeds and keeping those who are biking, walking, and rolling safe. Feedback from residents unanumously agreed that reducing vehicle speed was the number one concern throughout the project area. In response, a traffic circle paired with speed humps to the north and south will force drivers to decrease speeds adjacent to CItyview School.

2

PEDESTRIAN SAFETY ELEMENTS

Paired with vertical speed control elements, bumpouts will decrease the street crossing distance for students and community members and create larger areas for families and groups to safely look for oncoming traffic. Updated ADA Pedestrian Ramps will ensure that sidewalks are accessible, and School Ahead signs will be fitted with solar powered flashing lights to increase school zone awareness along the route.

3

GREEN INFRASTRUCTURE

The Cityview Safe Routes To School Projcet falls within the Northside Green Zone. This zone, which was an initiative that came out of the Minneapolis Climate Action Plan, exists to address some of the inequities faced by residents in certain parts of our City. Green infrastrucutre, stormwater treatment, and sustianable landscaping throughout the project work together to improve environmental and community health.

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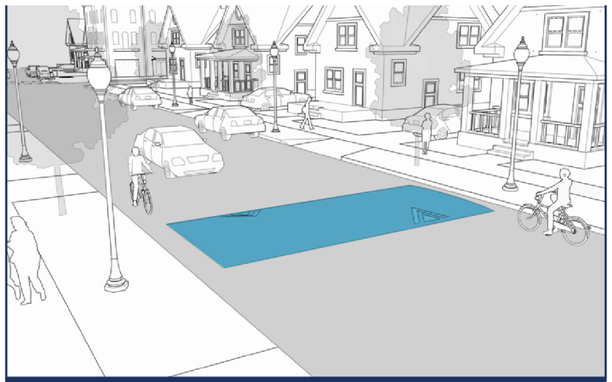
PRO Speed humps can help reduce speeds to 15-20 MPH on streets with properly spaced speed humps

CON Speed humps can result in more noise for nearby homes



SPEED HUMP

Treatment Description

A raised area in the road. Typically, speed humps are 3-4 inches high, extend the full width of the road, and have a ramp length of 3-6 feet. These are used on low volume residential streets only. Even though these are often referred to as "bumps" on signage and by the general public, speed HUMPS and speed BUMPS are two different things! Speed bumps are typically found in parking lots and are meant to result in cars slowing to 5 MPH or less at eacgh bump. Speed humps do not cause the same driver discomfort when cars are driving at the posted speed of 20 MPH or less.

PRO Mini traffic circles can help reduce motor vehicle crashes by an average of 90%

CON If vegetated, landscaping will require routine maintenance

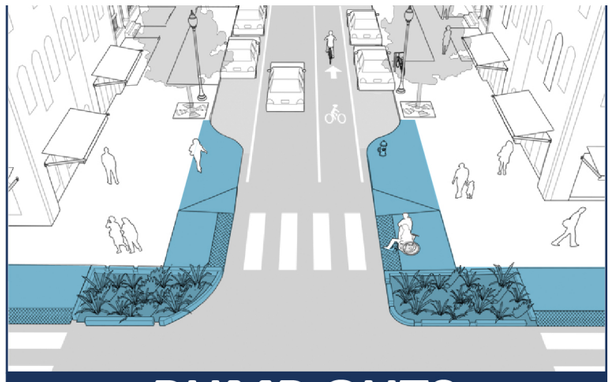
TRAFFIC CIRCLE

Treatment Description

Mini roundabouts and neighborhood traffic cirlces lower speeds at minor intersection crossings and work well at uncontrolled interesections. This treatment helps keep speeds to a minimum. They are best applied in conjunction with plantings but may also be installed with simple markings or raised islands. Consideration and attention should be paid to the available lane width and turning radius used with traffic circles. Mini traffic circles have been found to reduce motor vehicle crashes by an average of 90%. They also slowed motor vehcile speeds and reduced the liklihood and severity of pedestrian crashes.

PRO Provide opportunities to combine stormwater management features like bioswales and rain gardens

CON Depending on the design, bump outs may impact parking



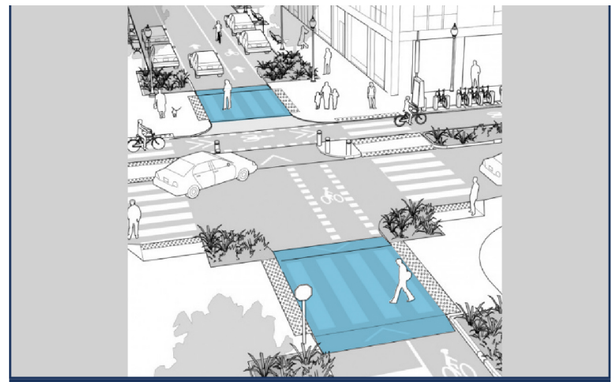
BUMP OUTS

Treatment Description

Often applied at the mouth of an intersection, bump outs/curb extensions increase the visibilty of pedestrians by aligning them with the parking lane and reducing the crossing distance. When installed at the entrance to a residential or low speed street, a bump out can be reffered to as a "gateway" treatment and is intended to mark the transition to a slower speed street. When utilized as a traffic calming treatment, and applied mid-block, this is called a pinchpoint (or choker) and can faciliate midblock pedestrian crossings of low volume streets.

PRO Makes it more difficult for drivers to speed through intersections and prioritizes pedestrian visibility

CON Increased cooperation required to ensure adequate winter maintenance

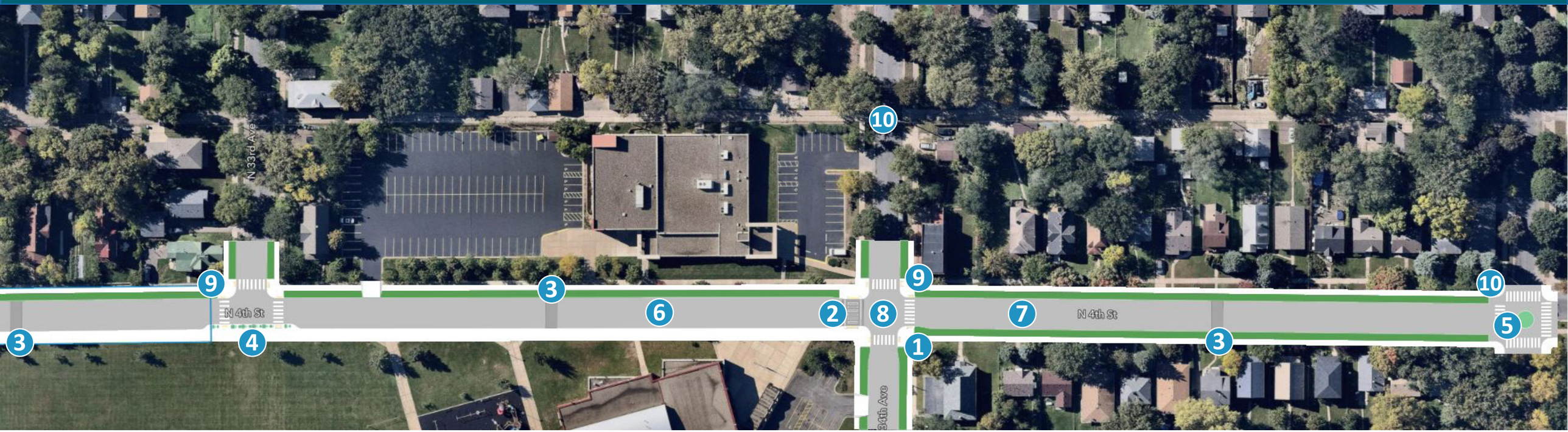


RAISED CROSSING

Treatment Description

A vertical speed control element. Speed tables can be flat topped and longer than speed humps, sometimes with textured material on the flat section with asphalt or concrete for the approaches. If marked as a pedestrian crossing, speed tables may be referred to as "raised crosswalks" or "raised crossings." Raised crossings or speed tables provide a gentler ride than speed humps due to their longer lengths and generally result in vehicle operating speeds ranging from 25-30 MPH on streets depending on spacing. Generally used on residential collectors, emergency routes, and transit routes.

DRAFT CONCEPT ONLY | Final Design Contingent on Further Engagement & Evaluation



1 **Intersection bumpouts** to encourage safe travel speeds and shorten crossing distances for pedestrians

2 **Raised Crossing** to slow vehicle traffic and provide safer pedestrian crossings with increased visibility. Raised crossings like a speed hump with gentler ramps

but have a flat top to ensure for a comfortable, safe, and accessible crossing for pedestrians.

3 **Speed humps** are designed to provide a more gentle ride and help slow traffic speeds along the corridor

4 Space for **green infrastructure** to capture and treat stormwater runoff

5 **A traffic circle** is a proven safety and traffic calming measure which will help reduce unsafe speeds along the corridor. It's location will establish a gateway when traveling southbound that will work in tandem with other traffic calming treatments along the project route

6 Impacts to **parking spaces** will be limited or non-existent. Parking may be impacted at bumpouts, resulting in the loss of one parking space per block.

7 4th Street North is designated as a **Near-term Low Stress Bikeway** in the Transportation Action Plan.

8 Designated as the **Primary Intersection** and the focus area of multiple traffic calming treatments. This intersection will likely contain vertical speed control elements as well as pedestrian safety treatment and green infrastructure. This intersection may also be a location where temporary infrastructure (such as paint and bollards) may be installed in preparation for permanent infrastructure in 2023.

9 Intersections where all corners will have upgraded **ADA compliant pedestrian curb ramps.** Pedestrian curb ramps allow pedestrians of all abilities to navigate the neighborhood independently and updating this infrastructure supports safer walking, biking, and rolling near Cityview.

10 Intersections under consideration for upgraded **ADA compliant pedestrian curb ramps.**

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The design of 4th Ave North and 34th Ave North will be continued to be explored. Both of these streets are designated as **All Ages and Abilities bikeways** in the Minneapolis Transportation Action Plan.

It is critical that traffic calming treatments are deployed along these streets to help provide the Cityview community as well as local residents and neighborhood stakeholders **safe, accessible routes to school, parks, and places of worship.**

QUESTIONS?