Hayes & Ulysses Street NE

Safe Routes to School

Minneapolis
Public Works

Project overview

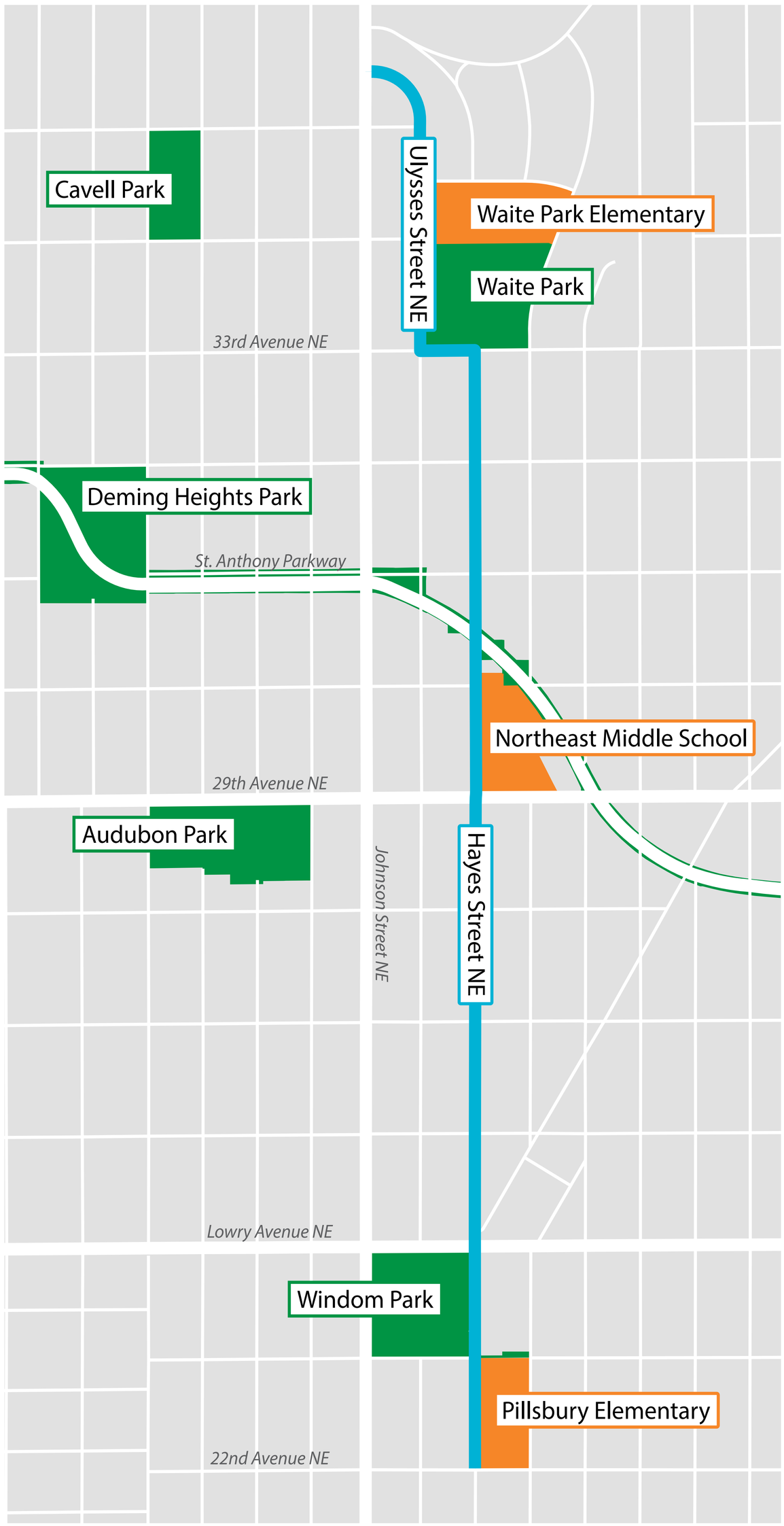
- The project includes approximately 1.5 miles of Hayes Street NE and Ulysses Street NE between 22nd Avenue NE and Johnson Street NE.
- Safety improvements will make it easier to walk, bike, roll, and take the bus to school.
- Traffic calming will make the street more comfortable for people of all ages and abilities.

What we know

- The route connects to three schools, two parks, one parkway, and one recreation center.
- Lowry Avenue is a high-injury street that intersects with the route.
- The route is designated as a near-term low stress bikeway on the All Ages and Abilities bicycle network map.
- The route helps connect to important destinations and bikeways including the St. Anthony Parkway.

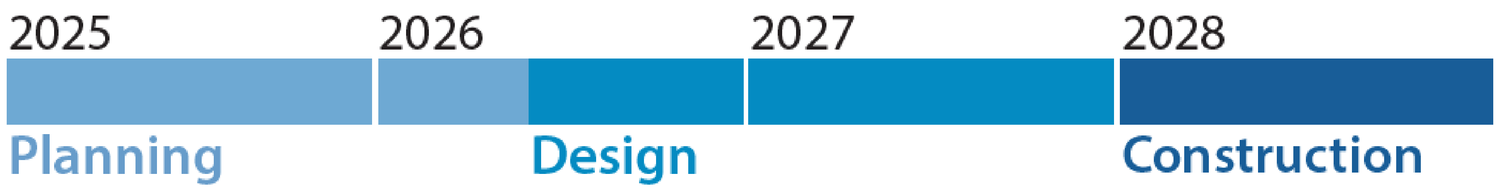
Project goals

- Safe Streets for Walking and Rolling
- Safer Routes for Biking
- Active Partnerships



Project Map

Project schedule



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Program description

The primary objective of the BP001 Safe Routes to School (SRTS) program is to improve safety and access for students who walk and bike in grades K-12 and encourage students to choose active forms of transportation. Public Works has developed a data-driven process to prioritize and select Safe Routes to School projects.

equity

TEP scores, MPS SRTS plan

policy networks

High Injury Network, AAA, PPN

saftey

Pedestrian and bicycle crash data

planned projects

Overlap with upcoming CIP projects

Student bike audit

Typical traffic calming treatments

- Traffic circles
- Pedestrian refuge islands
- Curb extensions
- Raised crosswalks
- Speed humps/speed tables
- Bicycle facilities
- Stop sign orientation changes
- Green stormwater infrastructure
- Sustainable landscaping
- Asphalt art
- Temporary/demonstration projects

Safe routes to school project goals

- Make it easier to walk, bike, roll and take the bus to schools
- Create a calmer neighborhood street for users of all ages and abilities
- Improve access to other neighborhood destinations
- Address traffic safety needs at high injury street intersections
- Use creative, diverse and accessible ways of doing engagement to make sure that people are informed and able to participate
- Make engagement relevant and specific to the residents in the project area. Focus efforts on people that are less often heard from
- Consult with local residents throughout the project. Set clear expectations about which outcomes and decisions the public can influence.
- Provide ways to involve students, staff, and families at schools in decision making

Raised crosswalk

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Engagement overview

This project seeks to utilize a variety of engagement techniques to reach audience and stakeholder groups. Those audiences include students and families who walk and bike to school, neighborhood residents, park users, as well school staff and administration. Our engagement goals include:

- Develop trust with the people of the community.
- Engage diverse communities at a rate that is reflective of the area.
- Seek feedback on the outcomes and decisions that the public can influence.
- Work with students, staff, and families at schools in decision-making.

Engagement schedule

Pillsbury Pedal Power

Pillsbury Pedal Power is a Minneapolis based non-profit that provides bike fleets, bicycling instruction, and group bike rides to students through school-based programs in under-served communities across Minneapolis.

In April, City of Minneapolis staff joined the Pillsbury Pedal Power group for a bike ride of the project route and other areas of Northeast Minneapolis. Students and teachers shared their thoughts on how the biking experience could be improved including:

- Better designed crossings at busy intersections like Lowry Avenue.
- More stops signs and bike signage

Waite Park Community Council

City of Minneapolis staff attended the Waite Park Community Council's annual meeting to gather feedback on priority intersections and safety issues. Key feedback that staff heard included:

- Speeding concerns at specific intersection around schools
- Interest in how this project connects to the broader bike network.

Waite Park Elementary

City staff spent the morning working with Waite Park Elementary School's student safety patrol team. Student patrols are experts at traffic safety and see firsthand the challenges that pedestrians and bicycles face on our streets. Students worked in groups to develop design recommendations for the Hayes & Ulysses project.

Treatments that students focused on included:

- Locations for raised or enhanced crossing, especially around schools and parks.
- Potential locations for traffic circles and other traffic calming treatments.
- Ideas for how to better access park and recreation space by bike.

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Neighborhood greenways - *Bicycle boulevards*

Bicycle boulevards are enhanced Urban Neighborhood streets that give priority to pedestrians and bicyclists, including traffic and speed management measures such as diverters, speed bumps, curb extensions, median refuge islands, and traffic circles. Bicyclists typically share traffic-calmed space with motor vehicles. Bicycle boulevards are typically implemented with a retrofit project, but may be considered with a full street reconstruction in certain cases. Bicycle boulevards are considered All Ages and Abilities bikeways.

Traffic calming	Bicycle boulevards should be designed to discourage and slow motor vehicle traffic while retaining local access. A combination of treatments should be considered depending on the current traffic speeds and volumes. Options include: • Traffic diverters designed to allow bicycles to pass • Traffic circles • Speed humps or raised pedestrian and bicycle crossings • One-way streets with contraflow bicycle lanes.
Crossings	Include crossing improvements for the bikeway at busier streets; options include traffic signals, bicycle and pedestrian safety islands, curb extensions, and/or Rectangular Rapid Flashing Beacons.
Bicycle improvements	Bicycle boulevards should also make bicycling more attractive, including reducing the need for bicyclists to stop. Typical elements include: • Traffic circles with yield signs rather than stop signs; and • Bicycle Blvd pavement markings, wayfinding signs, and bikeway street signs.

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Potential safety treatments

The project team will consider several different traffic calming treatments in order to improve the corridor's safety for bicyclists and pedestrians. Different options work better in different locations. Project budget also drives decision making around treatment choice. Outlined below are some of the potential treatments that could get implemented along Hayes Street & Ulysses Street as part of this project.

Traffic circle

Traffic circles are an intersection control that can lower speeds and improve safety at the intersection of two neighborhood streets.

Raised crossing

Raised pedestrian and bicycle crossings elevate the pedestrian or bicycle crossing closer to the level of the sidewalk.

Median

Medians provide a barrier between traffic lanes. They can be used to provide refuge for people walking and biking, to protect against head-on motor vehicle crashes, to prevent turns, and to provide space for greening.

Pavement markings

Shared Lane Markings (often called sharrows) are painted pavement symbols. They are used to guide bicyclists with lateral positioning and remind drivers to expect and share the road with bikes.

Curb extensions

Curb extensions, also known as bump outs, are an extension of the sidewalk zone or curb line into the roadway zone at intersections or mid-block locations. Curb extensions are intended to increase safety, calm motorized traffic, and create additional space for pedestrians and the boulevard and furnishing zone.

Curb ramps

Curb ramps are the transitions between the sidewalks and street crossings. ADA-compliant pedestrian curb ramps must be provided at all legal intersections where sidewalk connections exist to provide access for people using mobility devices.

Intersection controls

Additional intersection controls—like multi-way stop signs—enhance pedestrian safety by legally enforcing lower speeds, creating predictable traffic gaps, and reducing the points where pedestrians share space with moving vehicles.

Rapid flashing beacon

A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian-activated warning device featuring two bright, rectangular yellow LED lights that use a rapid "stutter flash" pattern. They can drastically improve driver yielding behavior at unsignalized, mid-block crossings and trail intersections.

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Safety data

The City gathers safety data on factors like traffic counts, vehicle speeds, and crash history to understand where investments in traffic safety and traffic calming are most needed. This data can help us shape our recommendations and improve safety outcomes for all modes of travel but especially for people who walk, bike, and roll. The City's Vision Zero Action Plan has a goal of getting to zero traffic deaths and severe injuries on City Streets by 2027.

Community comment

"We need a better crossing here. Sometimes cars ignore the crossing guards"

Community comment

"Please put a stop sign here"

Community comment

"Traffic is too fast along the Parkway"

Community comment

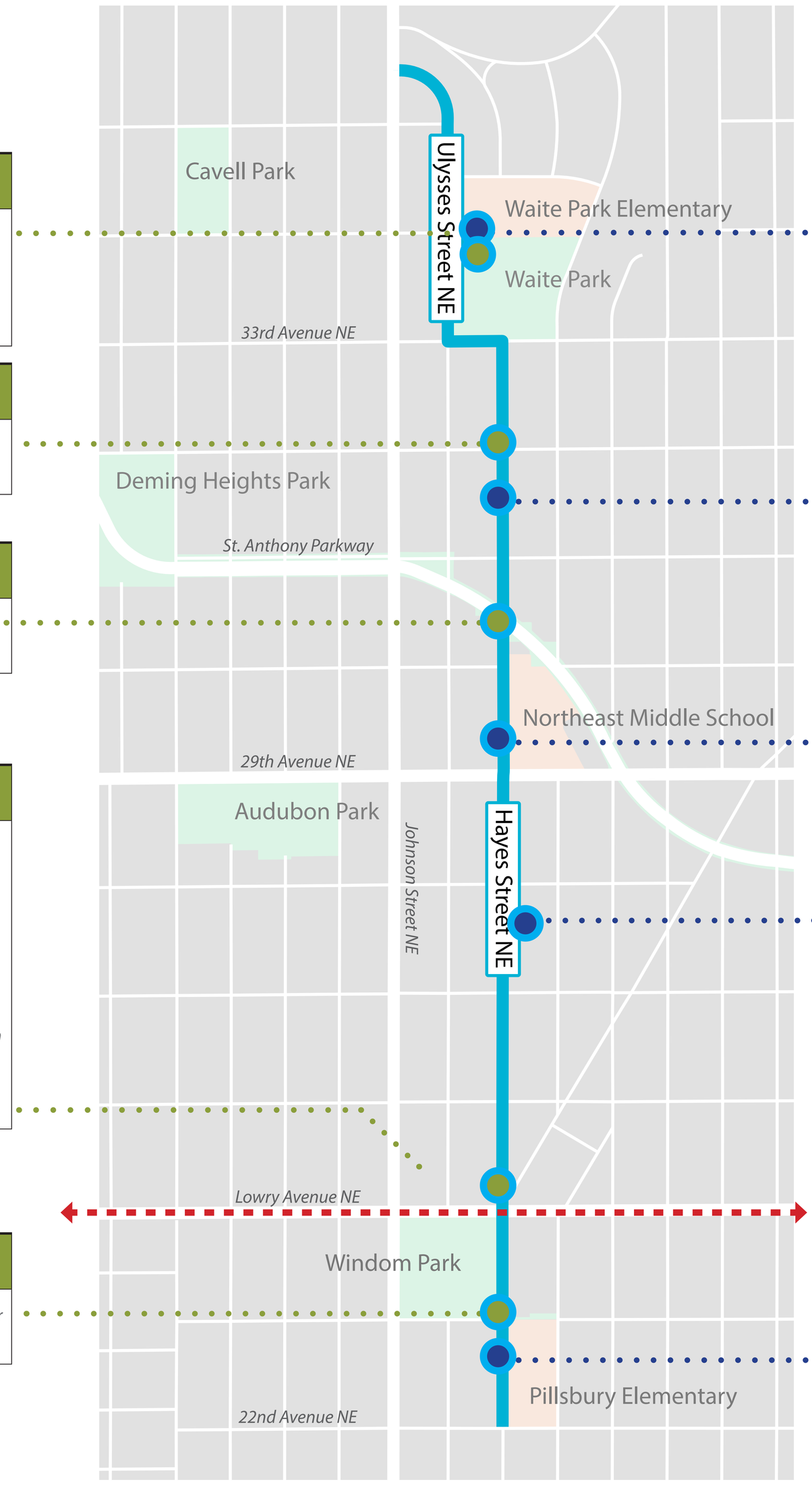
"Traffic is way too fast on Lowry"

"We need a much higher visibility crosswalk. Lots of kids crossing at this location."

"Please make it easier for bikes to cross and continue on Hayes. It's difficult to get through the berm."

Community comment

"People speed around this corner. Need better crossings / speed control."



Project Map

Traffic summary	
Total Daily Vehicles 5/15/25 - Thursday	398
Average Speed	19 mph
Top Speed	44 mph

Traffic summary	
Total Daily Vehicles 5/15/25 - Thursday	123
Average Speed	22 mph
Top Speed	35 mph

Traffic summary	
Total Daily Vehicles 5/15/25 - Thursday	625
Average Speed	22 mph
Top Speed	44 mph

Traffic summary	
Total Daily Vehicles 5/15/25 - Thursday	228
Average Speed	24 mph
Top Speed	38 mph

Lowry Avenue is a 'High-Injury Street' in the City's Vision Zero Action Plan

Traffic summary	
Total Daily Vehicles 5/15/25 - Thursday	400
Average Speed	21 mph
Top Speed	41 mph

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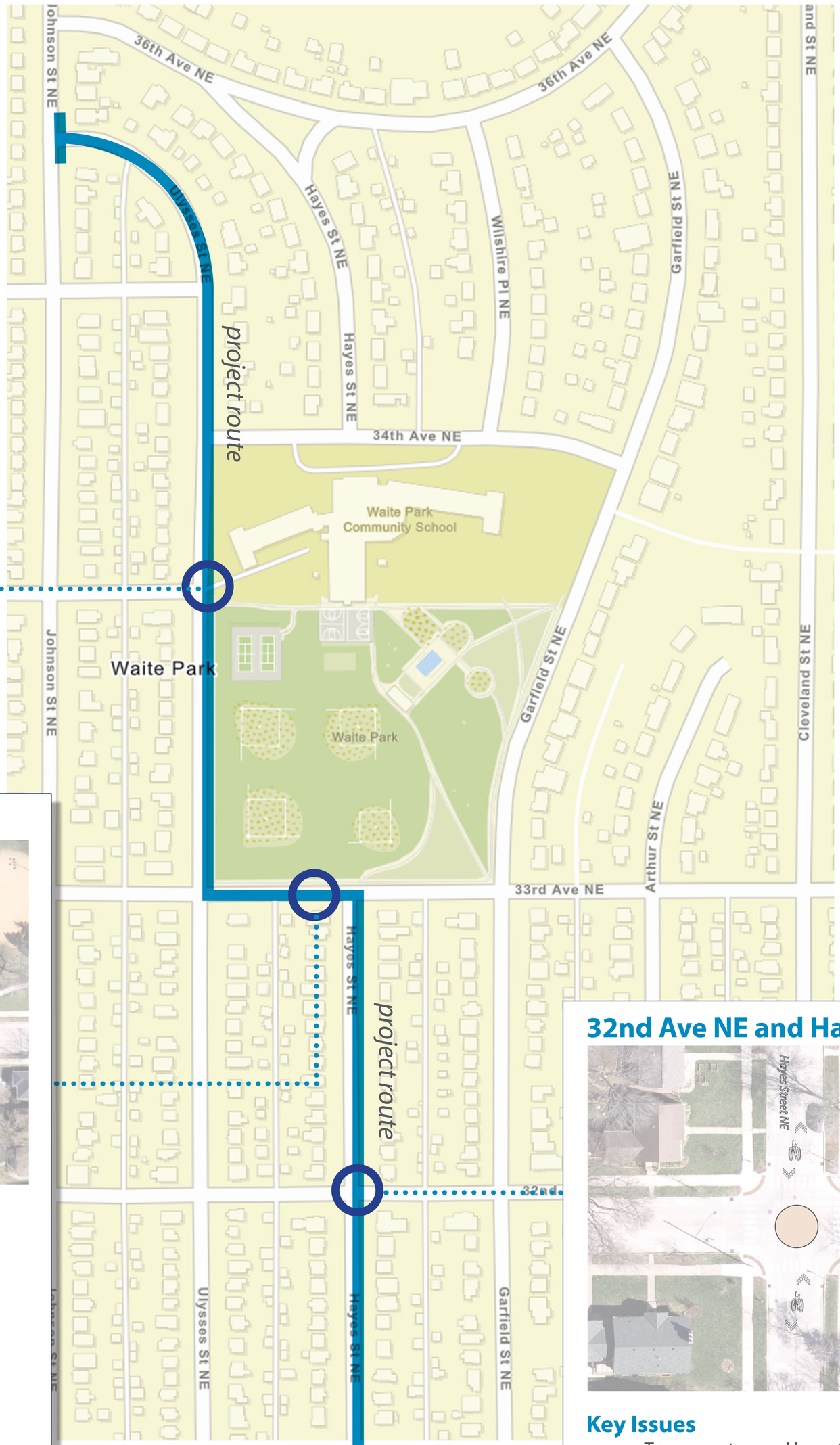
Waite Park Community School



Full project map

34th Ave NE & Ulysses

Key Issues

- Frequent student / park user crossing
- Crossing Guards are sometime ignored
- Parent pickup line along Ulysses
- Pedestrian / vehicle conflict point with parking lot access

Potential Treatments

- Raised crossing
- ADA ramp upgrades
- Pavement markings

33rd Ave NE & Hayes Street

Key Issues

- Awkward transition between Hayes Street NE and Ulysses Street NE for bikes
- Some speeding concerns with 33rd Ave NE - major through street.
- Important park access point at Hayes Street.

Potential Treatments

- Two-way bollard-protected bikeway
- ADA ramp upgrades
- Pavement markings

32nd Ave NE and Hayes Street

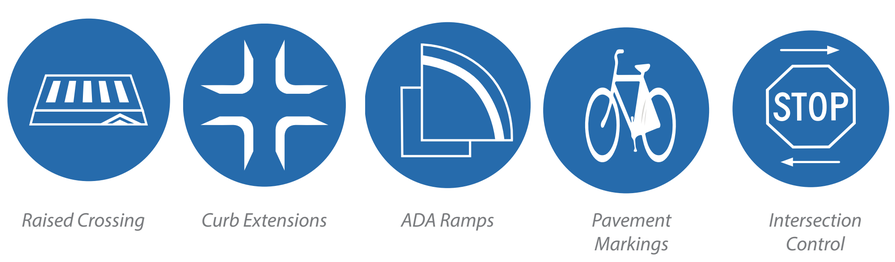
Key Issues

- Two-way stop on Hayes Street NE. Cross traffic does not stop.
- Steep hill creates a hazard for bikes.

Potential Treatments

- Traffic Circle
- Pavement Markings

Potential treatments



Raised Crossing | *Curb Extensions* | *ADA Ramps* | *Pavement Markings* | *Intersection Control*

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Northeast Middle School

St. Anthony Pkwy & Hayes Street

- Two-way stop
- Visibility & speeding concerns

Potential Treatments

- All-way stop
- ADA ramp upgrades

30th Ave NE & Hayes Street

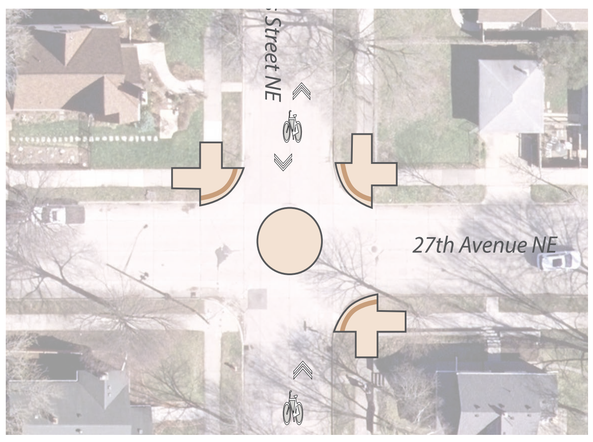
Key Issues

- No formalized crossing
- Buses create visibility issues
- Non-compliant ped ramps

Potential Treatments

- ADA ramp upgrades
- Raised Crossing
- Pavement markings

27th Ave NE & Hayes Street



Key Issues

- Two-way stop

Potential Treatments

- Traffic Circle
- ADA ramp upgrades
- Pavement markings

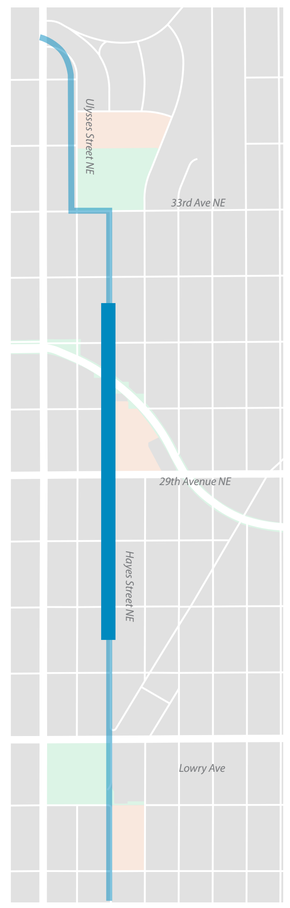
31st Ave NE & Hayes Street

Key Issues

- Two-way stop on Hayes
- Speeding concerns with cross traffic

Potential Treatments

- Traffic Circle
- Pavement Markings



Full project map

29th Ave NE & Hayes Street

Key issues

- Frequent ped-crossing
- Bus pickup line creates visibility issues
- Truck traffic on 29th Ave NE

Potential Treatments

- Concrete Median
- Pavement Markings

Potential Treatments

Raised Crossing | *Curb Extensions* | *ADA Ramps* | *Pavement Markings* | *Intersection Control* | *Traffic Circle*

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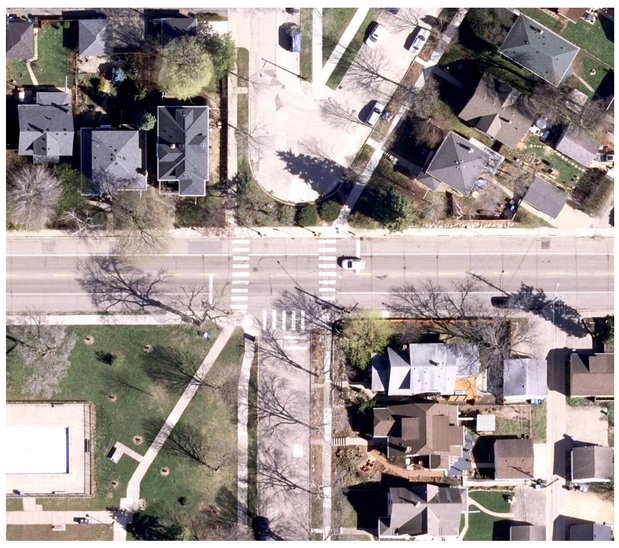
Pillsbury Elementary School

Lowry Ave & Hayes Street



Key Issues

- Lowry Ave is a high-injury street
- Short crossing signal time
- Difficult to get bike across the berm and into the cul-de-sac.
-

Potential Treatments:

- Signal upgrade
- Push-button reflective crossing
- Enhanced access to Hayes on the north side for bikes / peds

Full project map

23rd Ave NE & Hayes Street

Key Issues

- Speeding around the corner
- Visibility issues for peds
- Path through the park is too narrow.
- Non-compliant ped ramps

Potential Treatments

- Raised crossing
- Upgraded shared-use path through the park
- Curb extension
- Pavement markings

22nd Ave NE & Hayes Street

Key Issues

- Two-way stop
- ADA Ramps
- Parent pickup & drop off wraps corner

Potential Treatments

Raised Crossing *Curb Extensions* *ADA Ramps* *Pavement Markings* *Intersection Control* *Traffic Circle* *Median*

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