

# Johnson St NE Reconstruction (2021) Open House #1- Summary



## Meeting Details

- June 3, 2019
- Northeast Recreation Center
- 4:30-6:30 pm

## Attendees

- 50+ attendees

## Background

The first open house provided an opportunity for the public to provide input on how Johnson St NE functions today and what opportunities there could be as a part of the reconstruction project. City staff gathered comments through discussions, a dot/sticker exercise focused on identifying areas for improvement, a design your own street activity, and a map of the corridor. The following summary represents the main themes that staff gathered from the open house and online survey. These comments will be considered in the development of proposed concept options. These concepts are anticipated to be shared with the public at a second open house, which will occur later in the summer of 2019.



## What we heard

### Top 5 Takeaways from public input:

1. Improved crossings of Johnson St NE
2. More greening in the corridor
3. Supportive of a bicycle facility on or adjacent to Johnson St NE
4. Improved traffic signal/intersection treatments in coordination with partner projects
5. Traffic calming treatments

### **Pedestrian and Streetscape:**

- Attendees indicated an interest in adding a planted boulevard along the project corridor to serve as a buffer between the roadway and the sidewalk.
- Several comments were also received regarding adding a center median boulevard with trees along the corridor.
- One commenter suggested giving Johnson St a main street feel with improved pedestrian facilities and lighting.
- Dot/sticker exercise results:
  - Most supportive of improved pedestrian crossings, improved space for snow storage, adding a green boulevard, and adding curb extensions.

### **Pedestrian and Bicycle Crossings of Johnson St NE:**

- Open House attendees indicated a lack of safe crossings along the project corridor. Attendees also commented that enhanced pedestrian crossing features such as adding bumpouts would be welcomed.
- 23<sup>rd</sup> Ave NE
  - 23<sup>rd</sup> Ave NE was cited as having long wait times for the green light phase for east/west bound movements.
- 22<sup>nd</sup> Ave NE
  - Attendees indicated that the medians at 22<sup>nd</sup> Ave NE are difficult to see by motorists
  - Yield compliance by motorists for pedestrians and cyclists attempting to cross 22<sup>nd</sup> Ave NE was identified as an opportunity for improvement.
  - Median is unattractive and could be improved with some plantings.
  - Solutions proposed included a full signalized intersection, HAWK (pedestrian hybrid beacon) and adding a median to prohibit thru motor traffic along 22<sup>nd</sup> Ave NE.
  - Comments were also received that the 'No Stopping' sign on the northeast corner of 22<sup>nd</sup> Ave NE & Johnson St NE is not adhered to by motorists and not enforced. Commenters observed vehicles parking too close to the intersection and creating a choke point for traffic travelling northbound on Johnson St NE.
- 19<sup>th</sup> Ave NE
  - Attendees indicated that bumpouts, a striped crosswalk, a similar median treatment as 22<sup>nd</sup>, or even a stoplight would help with pedestrians that want to cross this intersection.
- 18<sup>th</sup> Ave NE
  - Attendees also commented on removing the intersection pork chop at 18<sup>th</sup> Ave NE and improving the intersection crossing for pedestrians by adding bumpouts.

### **Bicycle:**

- Open house attendees indicated an interest in placing a protected bike facility on Johnson St NE or an adjacent side street.
- Adjacent side streets mentioned included:
  - Lincoln St NE
  - Buchanan St NE
  - Ulysses St NE
  - Hayes St NE
- Dot/sticker exercise results:
  - Most supportive of including a bike facility in the design whether it is on or adjacent to Johnson, and making it a protected facility if on Johnson.

**Transit:**

- Attendees commented that an express route from Johnson St NE to/from downtown along interstate 35W would be a welcome transit service addition to the Northeast community.
- Additional comments included improved transit shelters at all intersections along the project corridor (18<sup>th</sup> Ave NE, 22<sup>nd</sup> Ave NE, 23<sup>rd</sup> Ave NE and Lowry Ave NE).
- Attendees supported exploration of consolidating bus stops to improve travel time, specifically consolidating the 18<sup>th</sup> Ave NE stop to the Quarry stop.
- Attendees also supported consolidating the 23<sup>rd</sup> Ave NE bus stop, to the Lowry stop.
- Dot/sticker exercise results:
  - Support was split between all categories of transit signal progression, improved bus stop features, and bus stop consolidation.

**Roadway and Curbside:**

- Attendees indicated that vehicle speeding was a concern. Comments were also raised that the newly added left-turn lanes at Lowry Ave NE were helpful in improving traffic flow and should remain with this project.
- A few attendees that live near the northwest corner of the intersection indicated difficulty with exiting their driveways during the AM and PM peak due to the high traffic volumes.
- Attendees indicated that motorists travelling southbound on Johnson St NE near the intersection of 18<sup>th</sup> Ave NE will often drive into the parking lane to overpass left-turning motorists.
- Concerns about parking removal near Lowry Ave NE and near businesses throughout corridor
- Dot/sticker exercise results:
  - Most supportive of design treatments to slow speeding cars, and improving traffic signals at intersections in coordination with other projects.

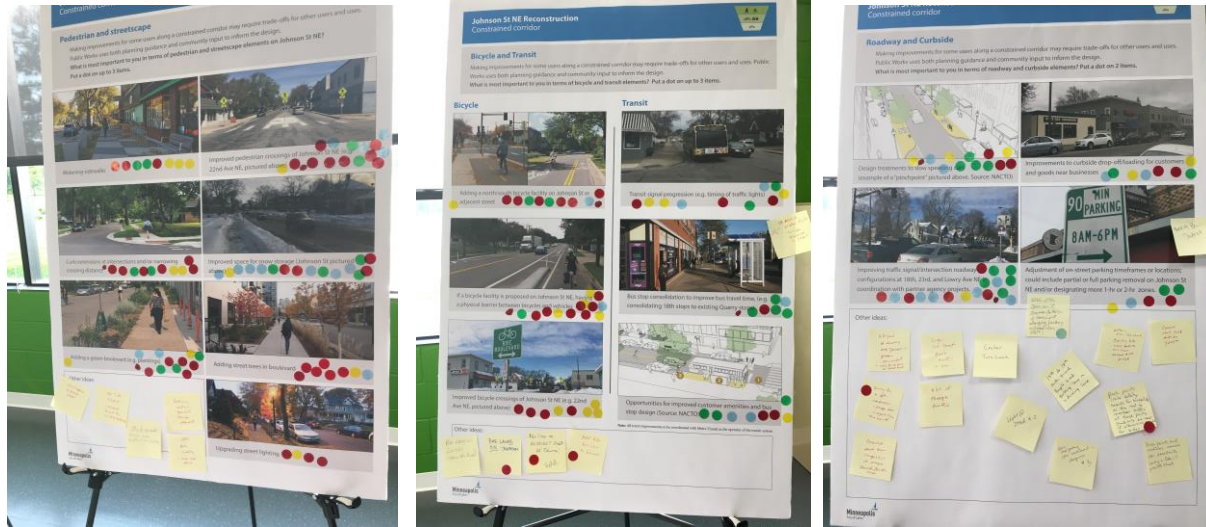
**Trucks:**

- Attendees indicated that truck volumes along the project corridor seemed high and that the trucks were loud and created an unpleasant atmosphere.
- Multiple attendees inquired as to when/if Johnson St NE had become a truck route.
- One attendee inquired if a restriction could be imposed to prevent trucks from travelling along 19<sup>th</sup> Ave NE.

**Additional Comments:**

- At the open house a comment was included to add a 'Welcome to Windom Park Neighborhood' sign south of the intersection of 18<sup>th</sup> Ave NE and Johnson St NE to indicate to motorists that they are entering the Windom Park neighborhood.
- Additional concerns raised by attendees included construction impacts to retaining walls and existing trees on private property.

## Dot/Sticker Exercise Boards:



## Design Your Own Street Activity:

Open house attendees were offered scaled cutouts of street elements of varying dimensions, including sidewalks, bike lanes, streetscape elements, driving lanes and parking lanes. This allowed participants to design their own cross-section. Participants could choose their preferred elements, but were confined to the 60' effective right-of-way constraint that exists for most of the corridor. This activity showed the complexities and tradeoffs necessary to accommodate elements as part of a street redesign.

In total 17 designs were documented which have been reviewed for consideration in our future proposed design concepts. Most of the designs included a green boulevard and about half included a bike facility on Johnson. Additionally, about half of the designs proposed maintaining parking on one side of the street.

## A few examples of the design your own street activity:

