Broadway Street NE task force
March 21, 2019
Agenda

• Introductions
• Project background
• Existing conditions
• Neighborhood concerns
• Possible opportunities for improvement
• Next steps
Project background
2019 paving project

- Broadway Street NE (County Road 66)
  - Between Marshall St (County Road 23) and Stinson Blvd (County Road 27)

- Road needs repaving

- Expected to occur late summer/early fall 2019
Broadway Street improvement process

### Planning and Paving
**NOW**
- Identify resident concerns and neighborhood issues
  - Meet with task force to review short-term and long-term options
  - Strategize top priorities
- Explore what can be done
  - Collect data
  - Consider lane reconfigurations
  - Examine crossing treatments
  - Evaluate parking need
- Develop an action plan for this summer
  - Striping & signing concept plan
  - Upgrade ADA curb ramps
  - Consider minor curb repairs

### Interim Improvements
**SOON**
- Repair and improve sidewalk conditions
- Consider enhancements to pedestrian crossings and bicycle infrastructure
- Continue to examine limited roadway reconfiguration options

### Reconstruction
**LATER**
- New road substructure, utilities & surfacing
- Replace sidewalks and curbs
- Explore more extensive improvements:
  - Wider sidewalks
  - Boulevard space and landscaping
  - Lane reconfigurations
  - Traffic control additions
  - Enhanced pedestrian crossing treatments
  - Enhancements to bicycle facilities
- Add pedestrian scale lighting
Task Force Role

• Composed of neighborhood residents who will work through key concerns along Broadway St NE ahead of 2019 paving project
  ➢ Will identify priorities, provide input, and coordinate with city and county staff to determine short and long-term solutions

• Meeting topics will include:
  ➢ Review of resident thoughts and concerns
  ➢ Determine priority locations
  ➢ Explanation of city and county bicycle and pedestrian plans, guidelines and practices
  ➢ Develop a list of short and long-term implementation strategies
  ➢ Develop a plan for ongoing task force involvement
Existing conditions
86% appear to be traveling at or below the posted 30 mph speed limit.

Local traffic: 30%
Regional traffic: 70%

Source: Data is based on StreetLight® cell phone information for 2018 (for all day and all modes) – this is preliminary and subject to refinement.
2019 ADA improvements (anticipated)

Planned to occur this spring prior to the paving project.
Vision Zero crash study

Combined crashed concentration corridors

• Certain corridors were identified as having crash concentrations that were common among:
  • Pedestrian
  • Bicycling
  • Vehicle

• In total, these corridors represent 36% of all crashes

Source: Vision Zero Crash Study - 2018 - Page 10
Vision Zero crash study

Combined high injury network

- Certain corridors were identified as having fatal and severe injuries that were common among:
  - Pedestrian
  - Bicycling
  - Vehicle

- 15% of all fatal and severe injury crashes occur on these corridors

Source: Vision Zero Crash Study – 2018 - Page 10
Vision Zero crash study

Intersections with most vehicle crashes

• #10: Broadway and University Ave – 129 crashes
• #14: Broadway and Johnson St NE – 111 crashes

Source: Vision Zero Crash Study – 2018, Page 10
Crash data – existing conditions

• A number of corridor intersections and segments exceed the critical crash rate

• Broadway St ranked #1 in a top 30 crash hotspot analysis (Regional Truck Highway Corridor Study)

**Critical Crash Rate:**
A statistical measure that identifies locations that deviate from average conditions having circumstances that are probably not due to chance.

**Sources:**
• Hennepin County crash information – 2013-2015
• Regional Truck Highway Corridor Study (Metropolitan Council) – May 2017

**Hennepin County**
Task force concerns and suggestions
Survey results – list of proposed solutions

Short-term

• Review locations for no left turns onto Broadway
• Add zebra striping at signalized intersections
• Improve bike crossings across Broadway Street
• Synchronize lights to reduce speed

Long-term

• Complete 4- to 3-lane conversion
  • Bike lanes
  • Narrow traffic lanes
  • No parking
• Incorporate raised medians
• Install additional pedestrian crossings
• Include APS at all traffic signals
Task force proposed improvements
Possible opportunities for improvement
City of Minneapolis - guiding documents

- Complete Streets Policy
- Vision Zero
- Climate Action Plan
- Access Minneapolis – (e.g. Design Guidelines, Bicycle Master Plan)

- In process of updating Access Minneapolis, now known as Transportation Action Plan
Hennepin County - guiding documents

- Hennepin County Complete Streets Policy (2009)
- Hennepin County Pedestrian Plan (2013)
- Hennepin County 2040 Bicycle Transportation Plan (2015)
- Crosswalk evaluation guidance
Considering a 3-lane reconfiguration - Benefits

**Safety**

3-lane roads typically see a 33-50% reduction in crashes compared to 4-lane undivided roads.

**Multimodal transportation**

A larger shoulder on 3-lane roads leaves room for bicycle lanes, bus stops, right turns, delivery/postal vehicles, and creates a comfortable buffer from adjacent sidewalks.

**Traffic capacity**

Studies have found that the traffic delays have often decreased or stayed the same after a 3-lane conversion. At major intersections or highway interchanges, the 3-lane roads are usually supplemented with additional through or turn lanes for traffic capacity reasons. Also – if placed in the proper context, the 3-Lane conversion does not induce traffic diversion onto the local street system.

**Speed**

Studies have found that drivers go slower due to a feeling of narrower lanes and closer constraints. A 3-lane also provides more consistent traffic flow.

**Side-street crossings**

Side-street traffic can more comfortably enter the roadway because there are fewer lanes to cross. This can reduce delays for people on side-streets.

**Turning**

On a 3-lane road, drivers can make safer turns with fewer motorists making dangerous weaving maneuvers around them or running into them.
Hennepin County has considerable experience operating 3-lane roads.
Context is important for a potential 4- to 3-lane retrofit.

- Practical ADT operating range
- Access spacing
- Truck & bus traffic
- Need for on-street parking
- Street network configuration
- Bicycle accommodations

Today, the county tries to refrain from designing 4-lane undivided roadways and bypass lanes due to the ambiguity and confusion that these types of designs impart to drivers.
Some segments of Broadway Street may be a good potential candidates for consideration as a 3-Lane.

Potential constraints/trade-offs:
- Possible traffic delays and increased congestion
- May not be desirable for short segments between busy intersections
Example: Marshall Street to University Avenue

Transition Area

3-Lane Section - about 900 feet

Transition Area

Transition Area = about 300 feet
Critical segment: BNSF Railroad Bridge near Buchanan Street
Next steps
Proposed Study Meetings

Meeting 1 (Feb 21st)
- Discuss resident thoughts and concerns - survey findings
- Locations in most serious need of improvement
- Review Broadway Street Task Force Draft Recommendations
- Next steps in the study process

Meeting 2 (March 21st)
- Existing characteristics (crash history, traffic volumes)
- County & City bike & pedestrian planning efforts
- Design guidelines, operational practices, funding sources
- Scope of the paving project - possible opportunities for improvement

Meeting 3 (Late April) Early to Mid May
- Additional information from evaluations and investigations
- Continued discussion regarding short term improvement options (emphasis on items which could be done with the paving project)
- Other improvements which may require more time to implement
- Potential for pilot testing of ideas, temporary solutions

Meeting 4 (mid-late May) Mid June
- Finalization of short term improvement strategies
- Continued discussion of longer-term improvement options

Meeting 5 (Late June) Mid to Late July
- Details of paving project and schedule
- On-going Task Force involvement
- Monitoring before / after performance of changes
- Summary documentation and wrap-up notes

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