

Traffic Management... **3**



## Mitigation & Enhancements

### Traffic Management

Managing traffic – where and when commuting traffic enters a neighborhood, how fast it travels, and the frequency of vehicles moving on a particular street at a particular time – are fundamentally linked to the livability of a community. The direction of traffic, the number of thru-lanes, the location of turn lanes, the accommodation and design of on-street parking, and the location and types of traffic control devices – stop signs or signals – were defined by Mitigation and Enhancement Subcommittee to maintain and improve the livability of the neighborhoods adjacent to I-35W. The following recommendations are divided into separate sections by traffic management elements, such as traffic control devices, rather than by street. To understand what would occur on a particular street, it is necessary to review each section, combining the recommendations for a particular street.

This chapter is divided into six sections: 1) traffic direction, 2) Thru-Lanes, 3) Turn Lanes, 4) Parking Lanes, 5) Traffic Control, and 6) Special Traffic Management Zones.

#### Traffic Direction

It is recommended that all roads in the project area be two-way facilities except for the following streets:

#### 26<sup>th</sup> Street

One-way between 5<sup>th</sup> and Blaisdell Avenues.

#### 28<sup>th</sup> Street

One-way between Blaisdell and 5<sup>th</sup> Avenues.

#### 35<sup>th</sup> Street

Two-way between Blaisdell and 5<sup>th</sup> Avenues.

#### 36<sup>th</sup> Street

Two-way between Blaisdell and 5<sup>th</sup> Avenues.

#### Blaisdell Avenue

One-way southbound traffic between Franklin Avenue and 42<sup>nd</sup> Street.

#### Nicollet Avenue

Open Nicollet Avenue for two way traffic between Lake Street and 29<sup>th</sup> Street.

#### First Avenue

One way northbound traffic between 40<sup>th</sup> Street to 28<sup>th</sup> Street. Two-way traffic between 28<sup>th</sup> Street and Franklin Avenue. Examine potential to extend two-way traffic south to Lake Street during final design.

#### Stevens Avenue

One-way southbound traffic between 28<sup>th</sup> Street and 40<sup>th</sup> Street. Maintain existing grid (preference of Alternative 6A over 6B).

#### Second Avenue

Eliminate Second Avenue between Lake Street and 28<sup>th</sup> Street for ramp to northbound I-35W. One-way northbound traffic between 42<sup>nd</sup> and Lake Street.

#### Thru-Lanes

It is recommended that the number of thru-lanes on existing streets remain the same with the following clarifications and modifications:

#### 26<sup>th</sup> Street

Three westbound one-way thru-lanes.

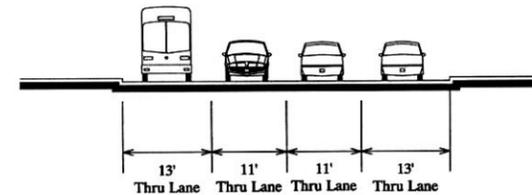
#### 28<sup>th</sup> Street

Three eastbound one-way thru-lanes.

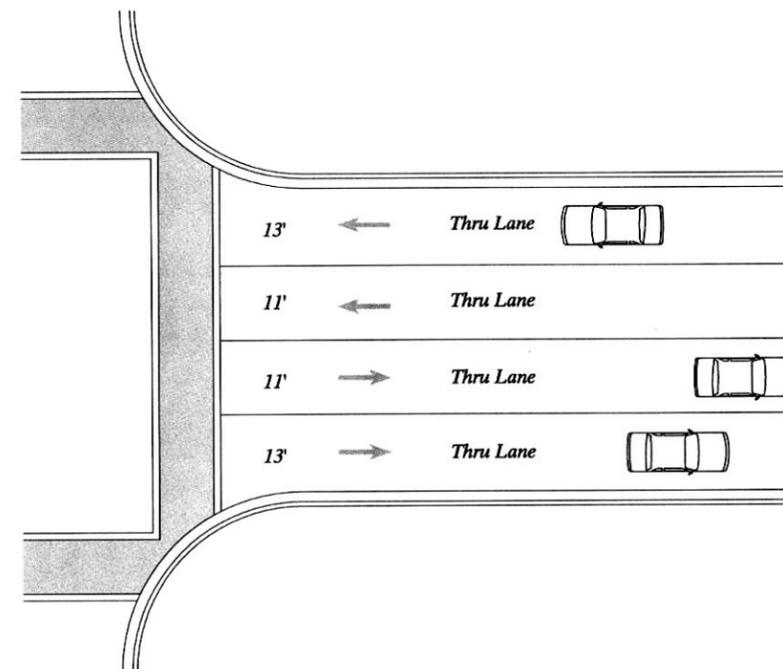
#### Lake Street

Two thru-lanes in both directions (four total thru-lanes).

#### Section



#### Plan



- 11' Lanes except when next to curb
- 13' Lanes when next to curb
- Lanes flows continuously from block to block, avoiding lane changes

**Figure 11: Thru-Lanes on Commercial Streets.** A cross section and plan of thru-lanes on commercial streets. Commercial streets have four thru lanes at all times. Community streets have two thru-lanes at all times with parking lanes becoming thru lanes, as necessary, during peak periods. Residential High Traffic Streets, both one way and two way, have two lanes of thru traffic at all times. Residential Low Traffic streets have two way thru traffic on a single wide lane. Residential Parkways have one way thru-traffic on a single wide lane.

## Mitigation & Enhancements

### 35<sup>th</sup> Street

Two-way traffic on single 16-foot lane.

### 36<sup>th</sup> Street

Two-way traffic on two 11-foot lanes.

### 38<sup>th</sup> Street

Two-way traffic on two, 11-foot lanes at all times with two, 11-foot parking lanes converted to directional thru-lanes during peak hours at selected locations, as necessary.

### Nicollet Avenue

Two-way traffic on two to four 11-foot lanes. Four lanes at all times between 28<sup>th</sup> and 31<sup>st</sup> Streets. Two, 11-foot parking lanes converted to directional thru-lanes during peak hours, as necessary north of 28<sup>th</sup> Street and south of 31<sup>st</sup> Street. Compatible with K-Mart site development proposed by Sherman Associates.

### 1<sup>st</sup> Avenue

One, one-way thru-lane between 40<sup>th</sup> and 31<sup>st</sup> Streets. Two, one-way thru-lanes between 31<sup>st</sup> and 28<sup>th</sup> Street with single lane choker at 29<sup>th</sup> Street. One, two-way, 16-foot lane north of 28<sup>th</sup> Street. During final design a suggestion by Sherman Associates that 1<sup>st</sup> Avenue between Lake and 29<sup>th</sup> Streets be constructed as two, 11-foot lanes for two-way traffic will be examined.

### Stevens Avenue

North of 28<sup>th</sup> Street, one, two-way, 16-foot thru-lane. South of 28<sup>th</sup>, one, one-way 16-foot thru-lane.

### 2<sup>nd</sup> Avenue

Between 42<sup>nd</sup> and Lake Streets, one, one-way, 16-foot thru-lane.

### Turn Lanes

It is recommended that turn lanes occur only in those locations where facilitating turning movements will facilitate keeping more traffic on commercial and community streets and off of residential streets.

### 26<sup>th</sup> Street

Turn lanes from thru-lanes or from parking lane, as necessary.

### 28<sup>th</sup> Street

Turn lanes from thru-lanes or from parking lane, as necessary.

### Lake Street

Eastbound, right turn from right thru-lane. Eastbound left turn lane added at Nicollet, 1<sup>st</sup>, 2<sup>nd</sup> (Freeway Entrance Ramp), and Clinton Avenues. Westbound, right turn lane from right thru-lane. Westbound right turn accommodated in auxiliary lane terminated at Nicollet Avenue. Westbound left turn accommodated in designated left turn lane at Stevens, Nicollet, and Blaisdell Avenues.

### 35<sup>th</sup> Street

No turn lanes.

### 36<sup>th</sup> Street

Turn lanes formed by removing parking lanes or restricting parking during peak hours, as necessary.

### 38<sup>th</sup> Street

Add left turn arrows for westbound 38<sup>th</sup> to southbound Nicollet; and eastbound 38<sup>th</sup> into Sabathani's parking lot.

### Nicollet Avenue

Add left turn lanes at Lake and 31<sup>st</sup> Streets. Sherman Associates would also like to establish mid-block left turn lanes into parking ramps. Add left turn arrows for southbound Nicollet to eastbound 38<sup>th</sup> Street and northbound Nicollet to westbound 36<sup>th</sup> Street.

### 1<sup>st</sup> Avenue

Turn lanes formed by removing parking lanes or restricting parking during peak hours, as necessary.

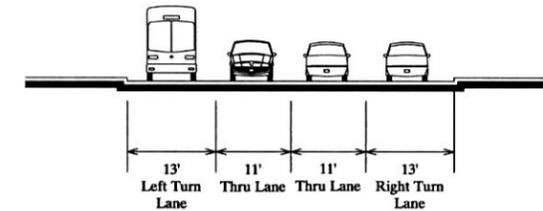
### Stevens Avenue

Left turn lane at Lake Street.

### 2<sup>nd</sup> Avenue

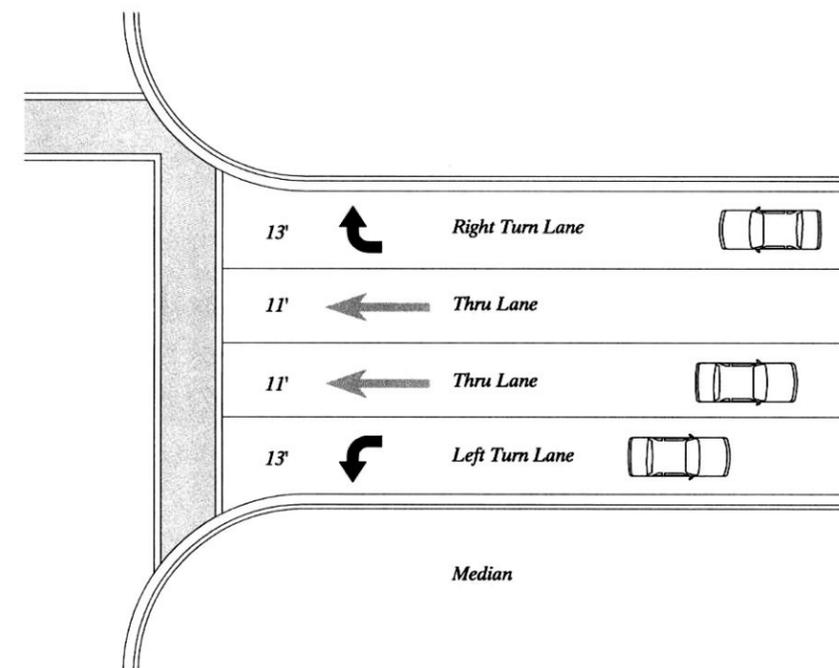
Left turn lane at Lake Street.

### Section



**Figure 12A: Turn Lanes on Commercial Streets.** A cross section and plan of turn lanes on Commercial Streets. Commercial streets have both left and right turn lanes where necessary to improve the flow of vehicular traffic. Turn lanes also act as near side transit stops where impeding turning movements is not an issue.

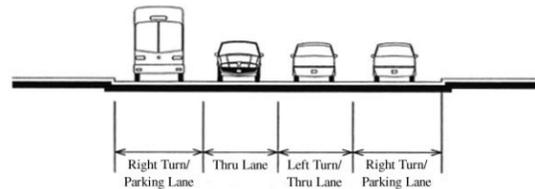
### Plan



- Designated turn lanes adjacent to right and left curbs on divided commercial streets
- 13' Lanes when next to curb

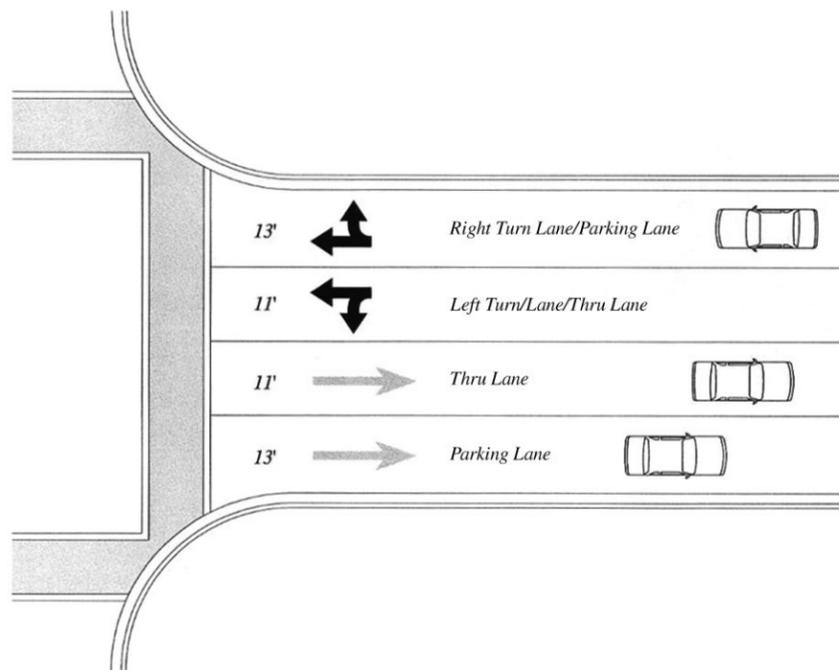
## Mitigation & Enhancements

### Section



**Figure 12B: Turn Lanes on Community Streets.** Community streets may also have turn lanes, although the turn lanes may double as parking lanes during off-peak periods. Turn lanes also act as near side transit stops where impeding turning movements is not an issue. Typically residential streets do not have turn lanes, although residential high traffic streets may have turn lanes during peak periods by restricting parking at congested intersections.

### Plan



- Turn lanes adjacent to one another and right side of street on undivided community streets
- Right and left turn lanes accommodate thru traffic

### Parking Lanes

It is recommended that during final design existing parking patterns be modified by creating parking bays or restricting parking only where necessary to induce preferred traffic patterns. The creation of parking bays is achieved by forming “bump-outs” at the corners of selected intersections. Bump outs calm traffic by reducing the speed a driver can negotiate a turn. They improve pedestrian safety by reducing the width of the roadway, by making the pedestrian more visible to drivers, and by alerting drivers that it is the intention of a pedestrian to cross the street. The location and number of bump-outs would be determined during final design.

#### 26<sup>th</sup> Street

East of Stevens Avenue, parking in parking bays on south side of street. West of Stevens Avenue, parking in parking bays on both sides.

#### 28<sup>th</sup> Street

Parking in parking bays on north (left) side of street.

#### Lake Street

No parking between Blaisdell Avenue and Clinton Avenue. Allow parking with no restrictions on both sides of Lake Street east of Clinton Avenue. Encourage the private development of parking ramps with street-level retail.

#### 31<sup>st</sup> Street

On east side of freeway, add parking on both sides of street. On west side of freeway, allow parking on both

sides of street but restrict it, as necessary, during peak hours.

#### 34<sup>th</sup> Street

Parking in parking bays on both sides of street.

#### 35<sup>th</sup> Street

Parking in parking bays on both sides of street.

#### 36<sup>th</sup> Street

Parking in parking bays on both sides of street.

#### 38<sup>th</sup> Street

Unrestricted parking on both sides of street west of Nicollet Avenue and east of 4<sup>th</sup> Avenue. Between Nicollet and 4<sup>th</sup> Avenues, adopt directional restrictions for peak hours, as necessary. No parking at any time for bridge approach area (from one-half block west of Stevens Avenue to one-half block east of 2<sup>nd</sup> Avenue.)

#### Blaisdell Avenue

Parking on east side in parking bays.

#### Nicollet Avenue

Unrestricted parking on both sides of street except directional peak hour restrictions between 36<sup>th</sup> and 38<sup>th</sup> Streets and no parking on either side at all times between 28<sup>th</sup> and 31<sup>st</sup> Streets.

#### 1<sup>st</sup> Avenue

Parking in parking bays on both sides of street, except between 31<sup>st</sup> and 29<sup>th</sup> Streets where parking is allowed in parking bays that occur only on the west side of the street.

#### Stevens Avenue

Parking in parking bays on residential (west) side of street.

#### 2<sup>nd</sup> Avenue

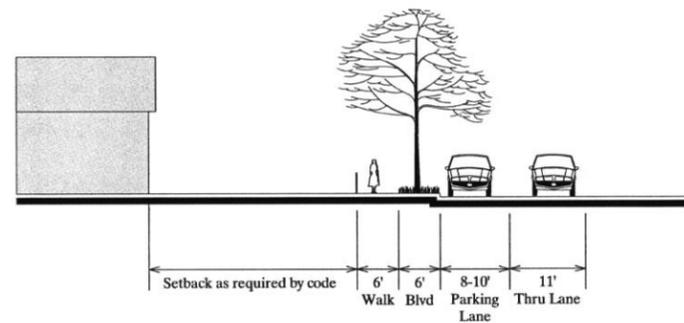
Parking in parking bays on residential (east) side of street.

#### 4<sup>th</sup> Avenue

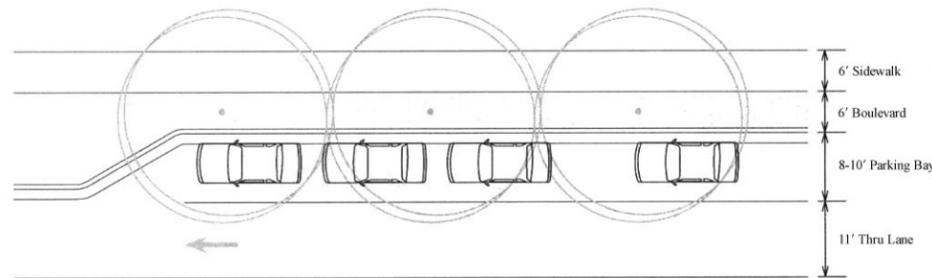
Parking restriction during PM peak traffic southbound at Lake Street to accommodate right-turn.

## Mitigation & Enhancements

### Section



### Plan



- Parking lanes and bays typically 8-10' wide
- Commercial streets feature parking, transit stops and right turn lanes in the lane adjacent to the right curb
- Community streets feature parking in a specified parking lane or as a shared use with peak hour thru lanes
- High and low traffic residential streets feature parking in parking bays adjacent to the right curb

**Figure 13: Parking Lanes.** A cross section and plan of parking lanes. Parking lanes are located next to the curb and vary in width from eight to thirteen feet. The width of the parking lane is determined by the volume and speed of adjoining thru traffic. A wider parking lane is necessary for the safety of the exiting driver on high traffic streets. It is recommended that lanes ten feet and under be constructed as parking bays. Lanes eleven feet and over are typically designed to be used as thru lanes during peak periods.

### Traffic Control

It is recommended that traffic control in the project area be maintained as it currently exists except where modifications would improve traffic management and community livability as suggested for the following streets:

#### 26<sup>th</sup> Street

Remove signal at intersection with 1<sup>st</sup> Avenue. Retain all other traffic control devices.

#### 28<sup>th</sup> Street

Remove signal at intersection with 1<sup>st</sup> Avenue. Retain all other traffic control devices.

#### Lake Street

Retain all existing traffic control devices.

#### 31<sup>st</sup> Street

Retain all existing traffic control devices.

#### 34<sup>th</sup> Street

Retain existing traffic control devices. Retain eastbound stop sign and add westbound stop sign at intersection with 3<sup>rd</sup> Avenue as part of 4-way stop.

#### 35<sup>th</sup> Street

Remove all traffic signals. Add eastbound and westbound stop signs at intersections with Blaisdell, Nicollet, 1<sup>st</sup>, and 3<sup>rd</sup> Avenues.

#### 36<sup>th</sup> Street

Remove traffic signals at intersections with 1<sup>st</sup> and 2<sup>nd</sup> Avenues. Convert

remaining existing traffic control devices to two-way operation.

#### 38<sup>th</sup> Street

Retain all existing traffic control devices (including the signals at the intersections with 3<sup>rd</sup> and 4<sup>th</sup> Avenues) that are compatible with the operations of an ellipseabout. (A preliminary evaluation of the operation of the ellipseabout indicates that the signals at 3<sup>rd</sup> and 4<sup>th</sup> Avenues are probably compatible with the operation of the ellipseabout. Final plans will be developed in consultation with the Sabathani Community Center and other interested neighborhood representatives to ensure that vehicular and pedestrian movements in the vicinity of the community center are adequately accommodated.) Add a signal, with turn arrows, to the intersection with Clinton Avenue to improve access into Sabathani's parking lot. It is recommended that additional left turn arrows be added at Stevens and 2<sup>nd</sup> Avenues and elsewhere along 38<sup>th</sup> Street if warranted by turning movements.

#### Nicollet Avenue

Retain existing traffic control devices except possibly the signal at the intersection with 35<sup>th</sup> Street. Reevaluate the warrant for this signal during final design. Add left turn signals for southbound Nicollet to eastbound Lake Street and 38<sup>th</sup> Street. Add left turn signals for northbound Nicollet to westbound Lake Street and 36<sup>th</sup> Street.

#### Stevens Avenue

Reorient all traffic control devices for one way southbound on residential parkway segment with signals only at Lake Street, 31<sup>st</sup> Street, and 38<sup>th</sup> Street. Elsewhere, add stop signs approximately every other block, in accordance with standard traffic management procedures for the City of Minneapolis.

#### 2<sup>nd</sup> Avenue

Reorient all traffic control devices for one way northbound on residential parkway segment with signals only at 38<sup>th</sup> Street, 31<sup>st</sup> Street, and Lake Street. Elsewhere, add stop signs approximately every other block, in accordance with standard traffic management procedures for the City of Minneapolis. Determine, during final design, if limiting turning movement options at the intersection of 2<sup>nd</sup> Avenue and 31<sup>st</sup> Street would mitigate adverse impacts to the Healy Block. Incorporate those measures that mitigate any adverse impacts caused by turning movements.

#### 3<sup>rd</sup> Avenue

Retain existing traffic control devices except remove signal at 35<sup>th</sup> Street and replace with four-way stop. Add stop signs at intersection with 34<sup>th</sup> Street for both northbound and southbound traffic as part of four-way stop.

#### Clinton Avenue

Retain existing traffic control devices except add traffic signal at the intersection with 38<sup>th</sup> Street if the driveway of Sabathani Community Center is realigned with Clinton Avenue.

## Mitigation & Enhancements

### 4<sup>th</sup> Avenue

Retain existing traffic control devices except remove the signal and add stop signs for northbound and southbound traffic at the intersection with 35<sup>th</sup> Street.

areas and if not, determine and submit to neighborhood boards what traffic management techniques could be used as a remedy.

### 5<sup>th</sup> Avenue

Retain existing traffic control devices except remove the signal and add stop signs for northbound and southbound traffic at the intersection with 35<sup>th</sup> Street.

## Special Traffic Management Zones

The Mitigation and Enhancement Subcommittee identified two areas that may require special traffic mitigation measures, one responding to the new interchange at Lake Street and the other responding to the new interchange at 38<sup>th</sup> Street. The purpose of these special traffic management zones is to ensure that the intersection prototypes are implemented as part of the Access Project along Lake Street and 38<sup>th</sup> Street and along other streets such as 36<sup>th</sup> Street, Nicollet Avenue, 1<sup>st</sup> Avenue, and 3<sup>rd</sup> Avenue, as necessary, to restrict commuting traffic from residential areas and to guide it to commercial and community streets. Furthermore, the Mitigation and Enhancement Subcommittee and the PAC recommend that the City of Minneapolis, in concert with other transportation authorities, regularly monitor the project area, particularly these special traffic management areas, to ascertain if commuting traffic is being adequately directed away from residential