

# EAST DOWNTOWN PEDESTRIAN REALM

Augmentation Study and the  
Preferred Long-Term Vision

# Change in the Pedestrian Realm

- Major improvements to public infrastructure usually occur with street reconstruction projects.
- Private development can/does impact the public street right-of-way in significant ways (new boulevards, sidewalks, curbs, streetscape).
- Important to ensure that public infrastructure elements are rebuilt according to, and also foster, our long-term goals and visions.

# Public Realm

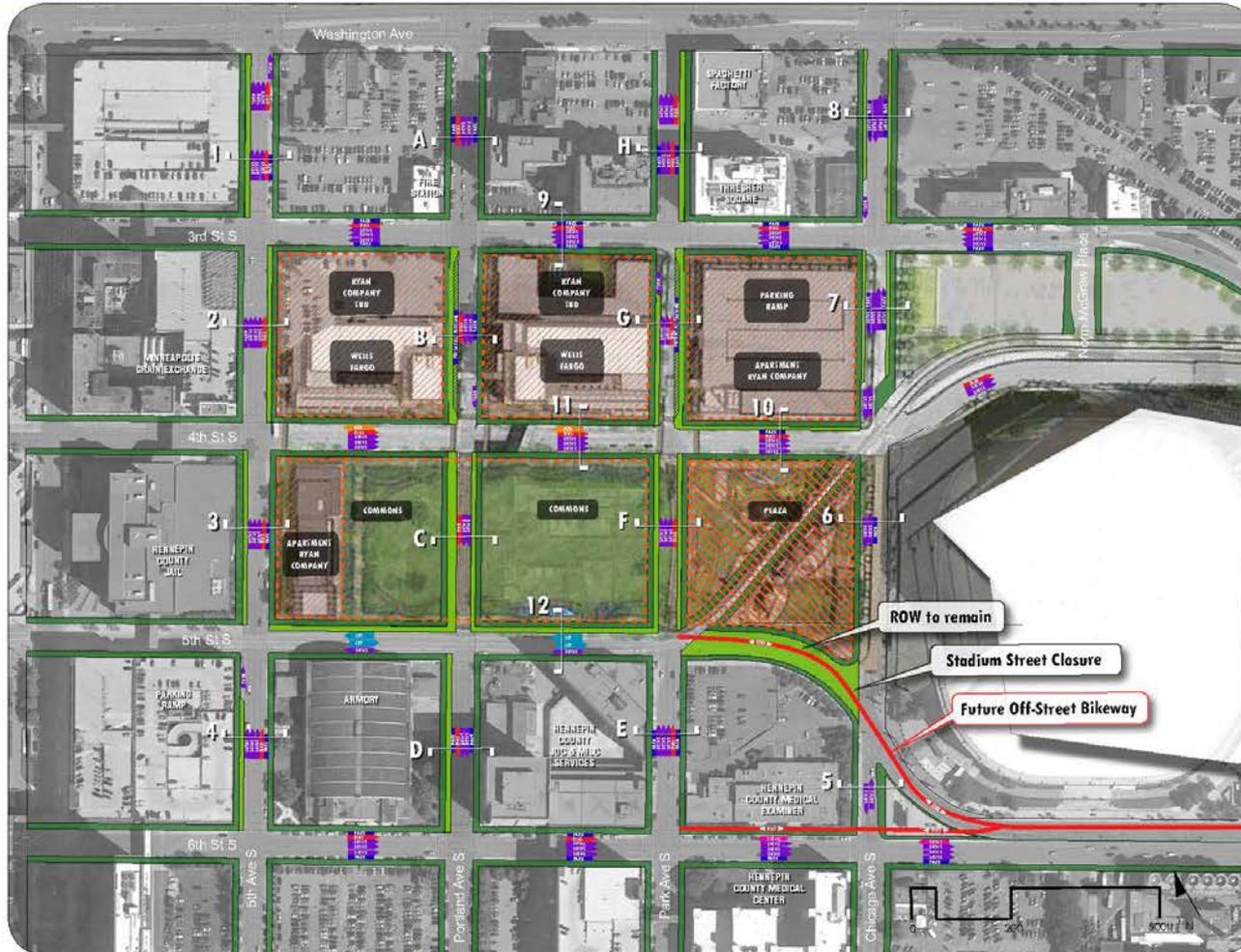
## Goal, Purpose & Benefits

- Goal: City is more livable, walkable, and beautiful through public/private coordination and partnerships which enhance the public realm and public right-of-way.
- Purpose: Create an urban environment that supports positive place making through purposeful public realm, streetscapes, and amenities.
  - Enable private stakeholders to use their private resources.
  - Achieve local place making in an “open source” and creative way.
  - Innovative way to allow for individual creative expression while advancing City’s livability goals.
- Benefits:
  - Enhance the pedestrian experience of the public realm.
  - Transform underutilized street space into dynamic and usable public space.
  - Support properties/developments by activating corridors and create place making.
  - Improve safety for all users.
  - Improve the public infrastructure.

# East Downtown Pedestrian Realm Augmentation Study

- Changes in East Downtown area:
  - Ryan/Wells Fargo development, stadium, Commons are underway.
  - Other mixed-use developments planned and proposed.
  - Green Line LRT and bus transit.
  - Non-motorized and motorized traffic.
- Examined street needs based on recent transportation studies and determined streets can be:
  - Narrowed.
  - Modified and/or enhanced.
  - Stay basically the same.
- Embarked on a study to define a preferred long-term vision that improves public right-of-way.
  - Concept development.
  - DRAFT preferred vision.

# Pedestrian Realm Augmentation Map



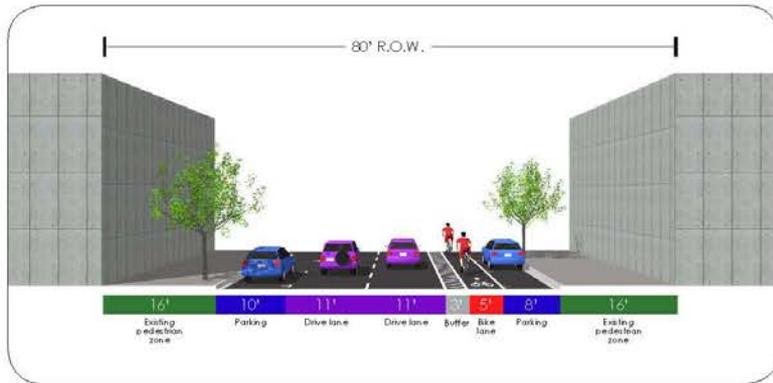
## LEGEND

- ▶ Arrows Indicate Direction
- Drive Lane
- Counter Flow Drive Lane
- Bike Lane
- Parking
- Light Rail
- Bus Only Lane
- Proposed Redevelopment (Private)
- Proposed Commons Space
- Transit Station Block
- Existing Pedestrian Zone
- Additional Pedestrian Zone

# SECTION A - Portland Ave between Washington Ave & 3rd St (looking south)

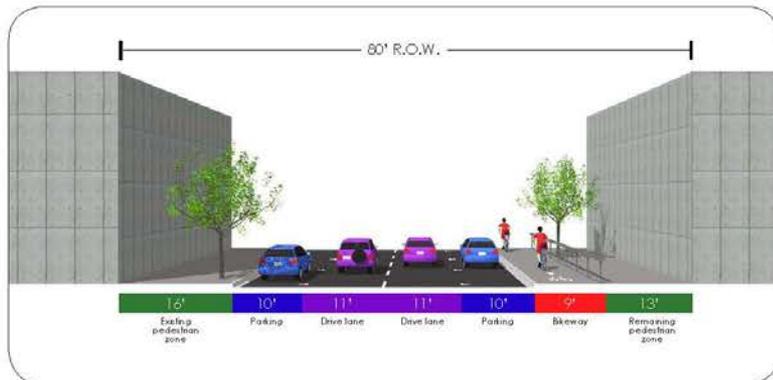
Section A

**BUFFERED (ON-STREET) BIKE LANE**  
(ON-STREET) PARKING 2-SIDES



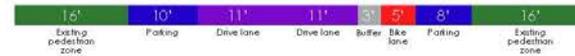
Section A-1

**PROTECTED (OFF-STREET) BIKEWAY**  
(ON-STREET) PARKING 2-SIDES



Existing Conditions

[SAME AS SECTION A] / see top left



Plan View [Section A]

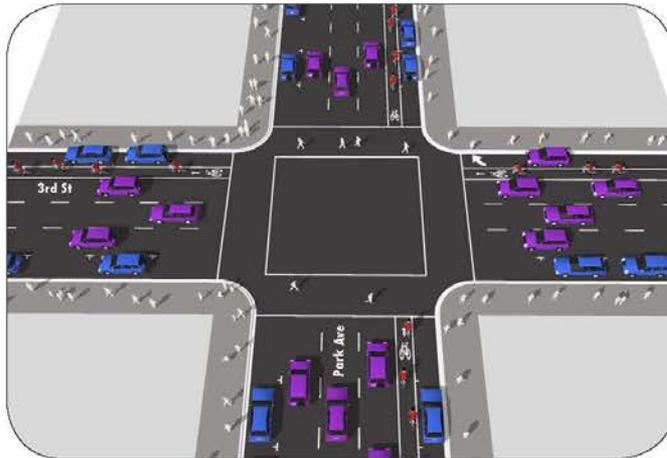
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# CONCEPT Illustrative Bumpout Treatment - Park Ave & 3rd St (looking north)

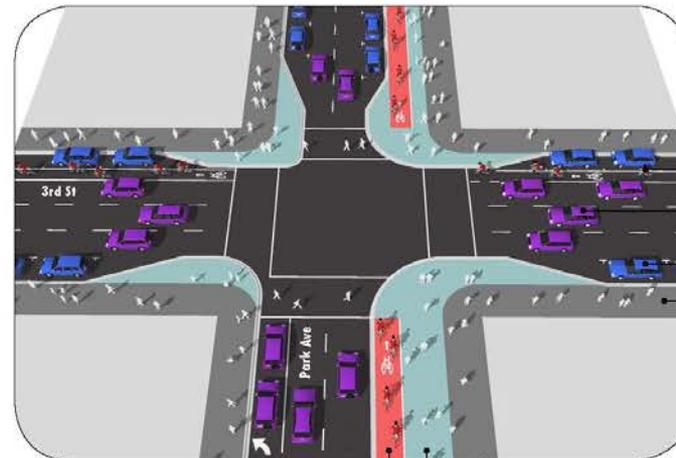
## Existing Conditions

PARK AVE: (ON-STREET) BIKE LANE / (ON-STREET) PARKING 2-SIDES  
 3RD ST: (ON-STREET) BIKE LANE / (ON-STREET) PARKING 1 THEN 2 SIDES



## Bumpout Treatment

PARK AVE: PROTECTED (OFF-STREET) BIKEWAY / NO (ON-STREET) PARKING THEN PARKING 2-SIDES  
 3RD ST: (ON-STREET) BIKE LANE / (ON-STREET) PARKING 2 SIDES



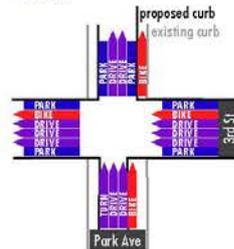
- [RED PEOPLE] BICYCLISTS
- [PURPLE CARS] DRIVE/TURN LANES
- [BLUE CARS] PARKING LANES
- [CHARCOAL] EXISTING PEDESTRIAN ZONE
- [LIGHT BLUE] ADDITIONAL PEDESTRIAN ZONE
- [RED] PROTECTED OFF-STREET BIKEWAY

### PARK AVE & 3RD ST INTERSECTION lane configuration diagram

#### Existing Conditions



#### Concept



City of Minneapolis

East Downtown Pedestrian Realm Augmentation Study

Stantec 01.26.15 / project# 193802929

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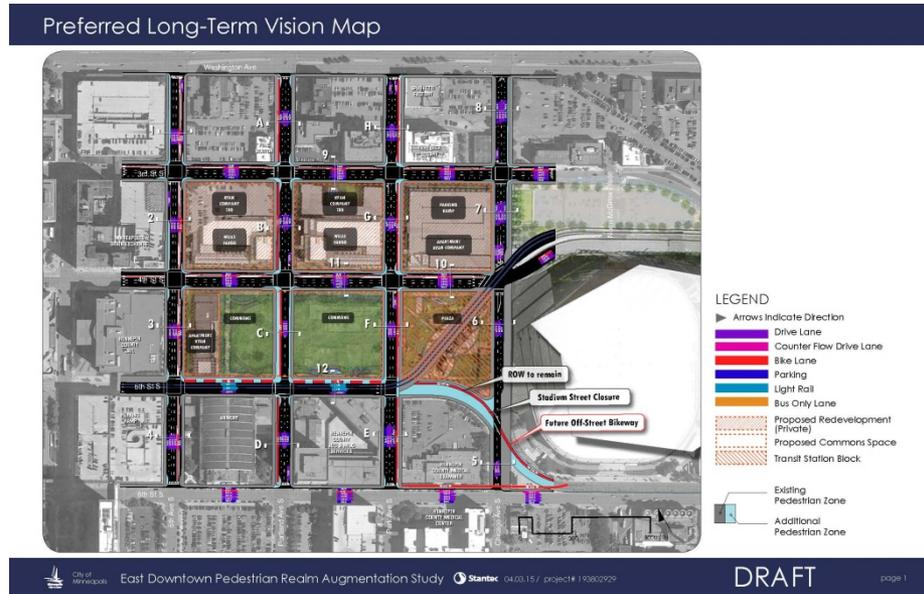
# BIRDS EYE VIEW - Portland Ave between 3rd St & 5th St (looking south)



SHOWING TRANSITION FROM (ON-STREET) BIKE LANE TO PROTECTED (OFF STREET) BIKEWAY, CURB BUMP OUTS, & OPPORTUNITIES FOR PEDESTRIAN REALM IMPROVEMENTS

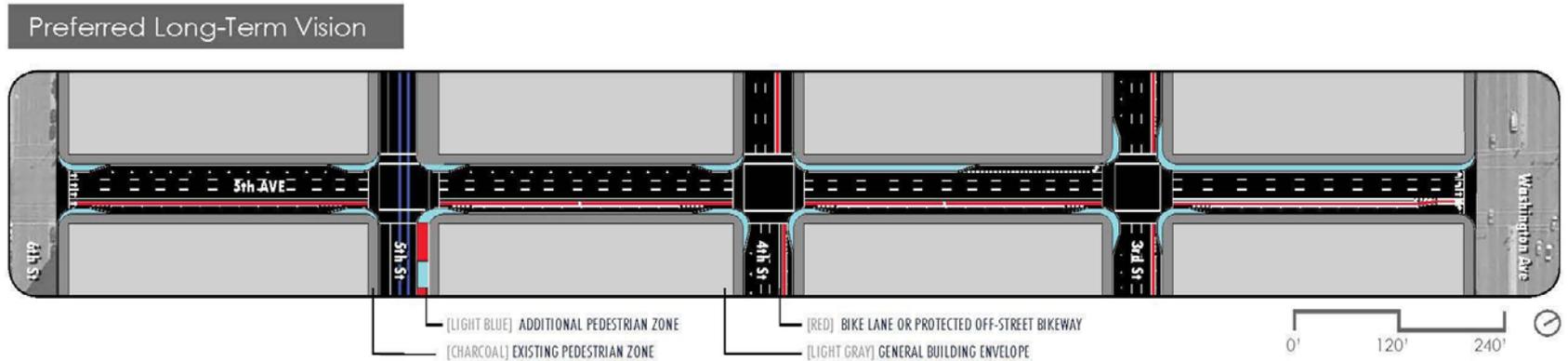


# DRAFT Preferred Long-Term Vision



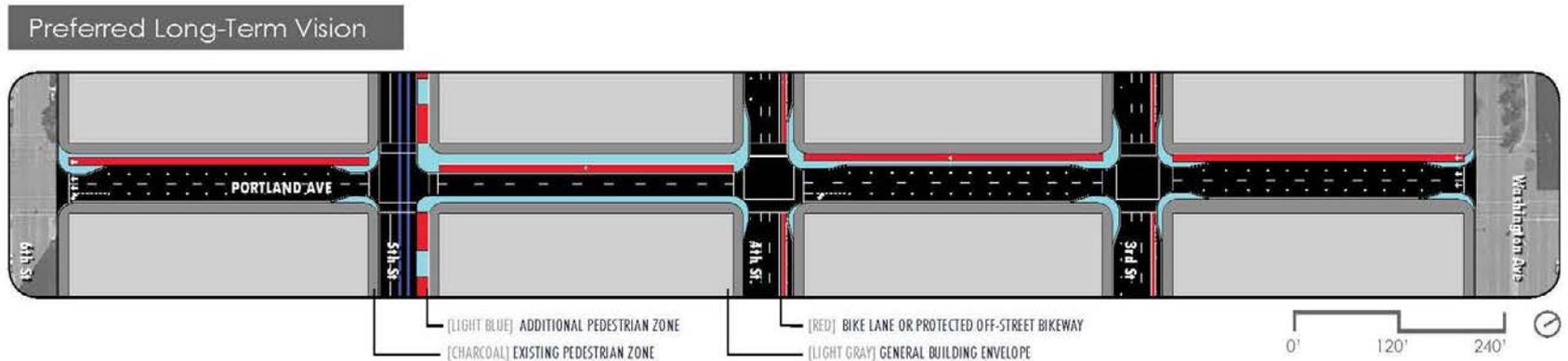
- Guide stakeholders in the same common direction in how we rebuild infrastructure in the study area.
- No eminent City or County street projects or 5-year programmed plans to rebuild any of these seven streets.
- Short term changes may be made by proposed new developments.
- Coordination and consistency are important given the multiple public and private entities involved.

# North-South Streets: 5<sup>th</sup> Ave



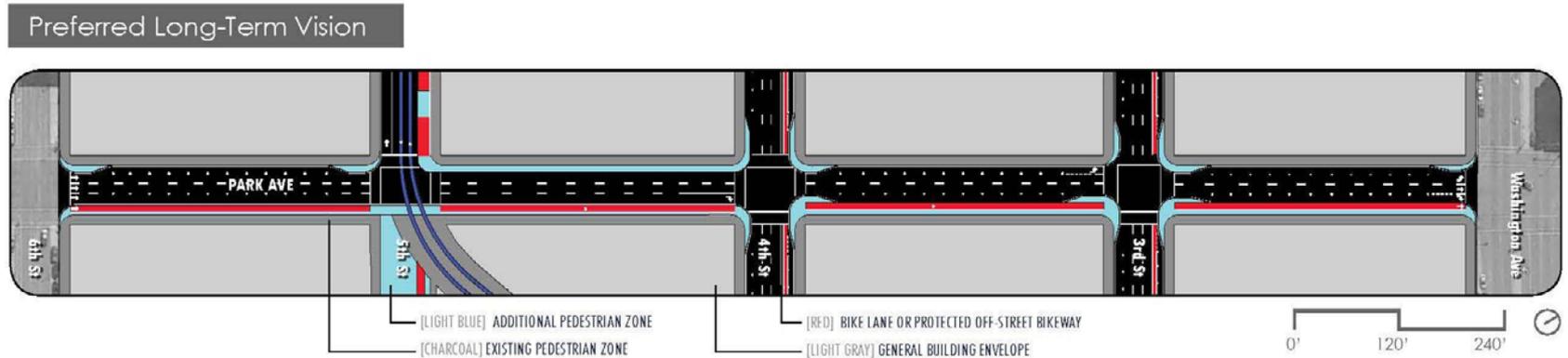
- Retain three northbound travel lanes.
- Add curb extensions/bump outs and retain midblock parking.
- Add pedestrian area next to Haaf and Gateway parking ramps.
- Add a buffer to existing bike lane.

# North-South Streets: Portland Ave



- Retain two southbound through lanes.
- Remove the third through lane between 3<sup>rd</sup> and 6<sup>th</sup> Streets.
- Add a protected bikeway facility behind the curb where feasible.
- Remove parking for one block adjacent to the Commons.
- Add curb extensions/bump outs and retain midblock parking.

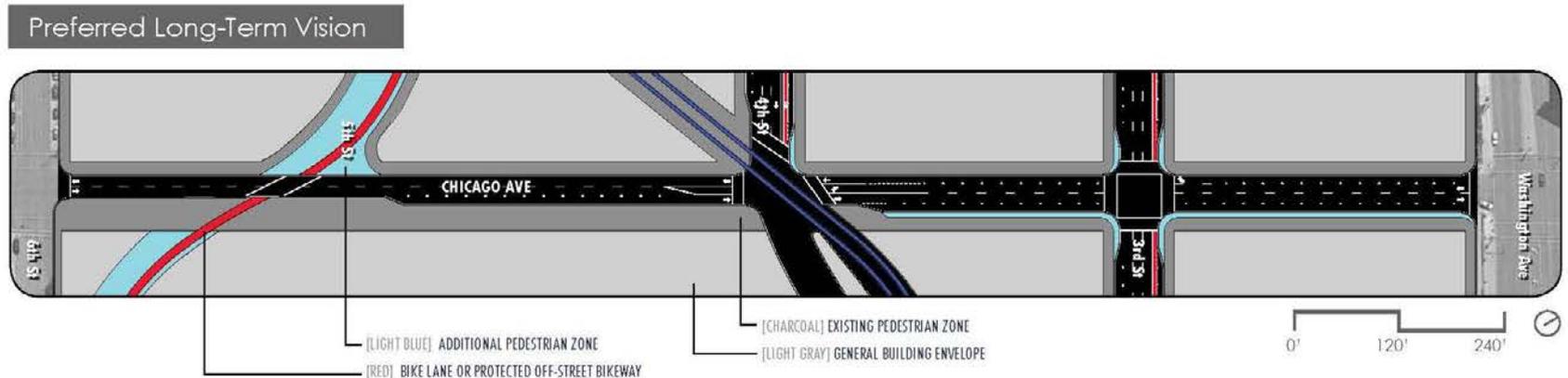
# North-South Streets: Park Ave



- Retain three northbound travel lanes from 6<sup>th</sup> to 4<sup>th</sup> Streets.
- Allow parking in the right hand lane during off-peak periods.
- Add a protected bikeway facility behind the curb where feasible.
- Retain two through lanes from 4<sup>th</sup> Street to Washington Avenue and accommodate turn lane(s).
- Remove parking for one block adjacent to the Commons and LRT station.
- Add curb extensions/bump outs and retain midblock parking.

# North-South Streets: Chicago Ave

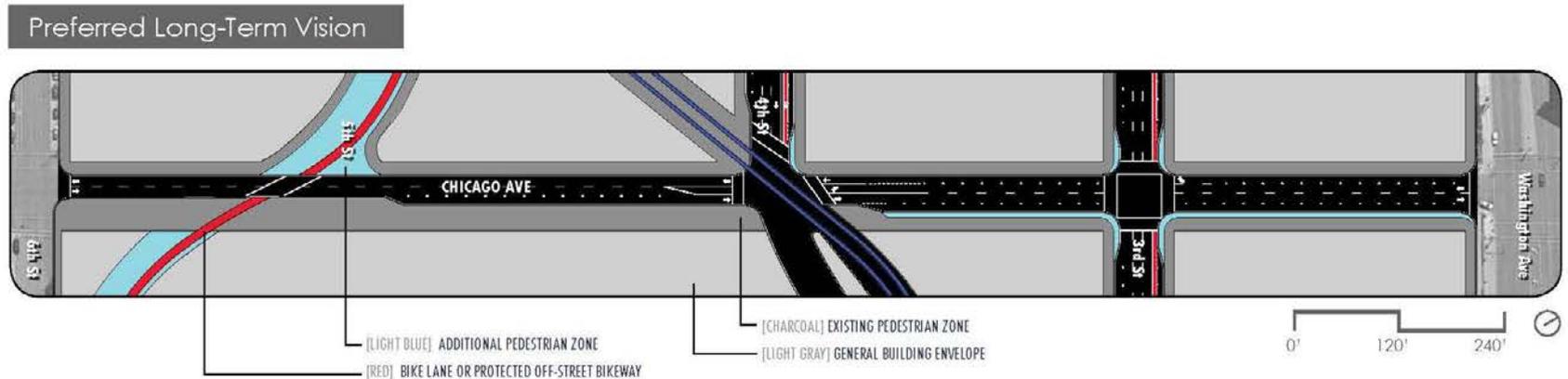
(Washington Avenue to 4<sup>th</sup> Street)



- Retain one travel lane and one parking lane in each direction.
- Add a southbound left turn lane at 4<sup>th</sup> Street.
- Plan for future east side pedestrian promenade/plaza between River/Guthrie and stadium.

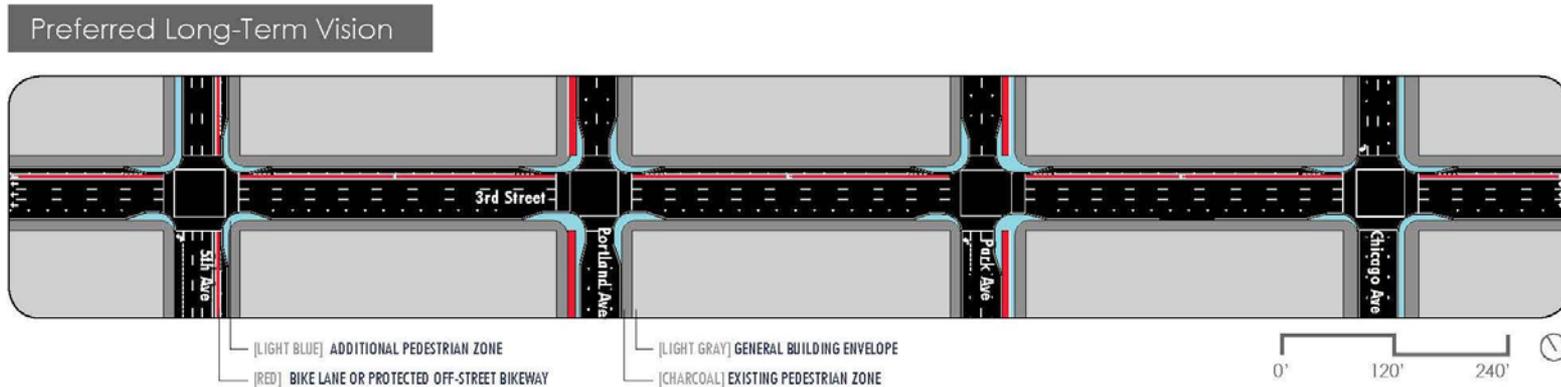
# North-South Streets: Chicago Ave

(4<sup>th</sup> Street to 6<sup>th</sup> Street)



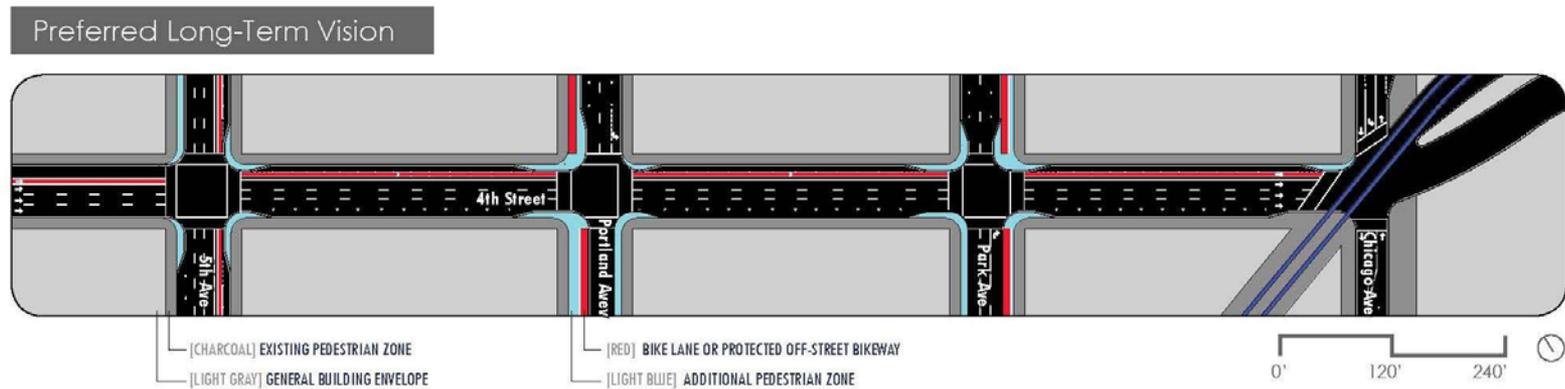
- Retain one travel lane in each direction and the east side parking bay.
- New bike/pedestrian crossing and signal.
- Modify north leg to align with added southbound left turn lane.

# East-West Streets: 3<sup>rd</sup> Street



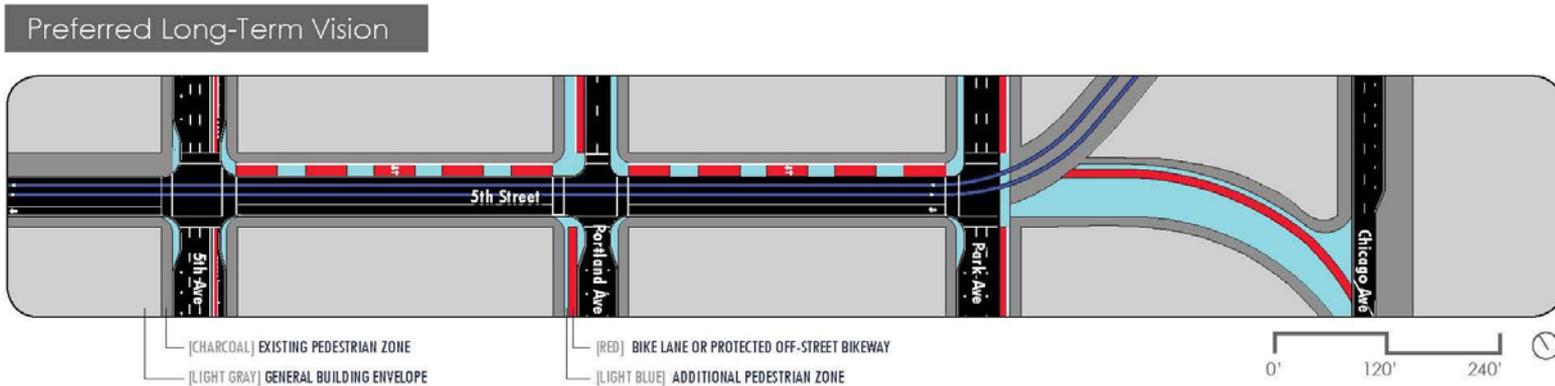
- Retain existing cross-section with on-street bike lane.
- Add curb extensions/bump outs and retain midblock parking.

# East-West Streets: 4<sup>th</sup> Street



- Metro Transit has agreed to the removal of the reverse flow bus lane from Norm McGrew Place west to 5<sup>th</sup> Avenue.
- Replace reverse flow bus lane with midblock on-street parking and add curb extensions/bump outs.
- Add a buffer to existing bike lanes.
- Retain three eastbound through lanes.
- Add midblock parking and curb extensions/bump outs on the south side.

# East-West Streets: 5<sup>th</sup> Street



- Retain the left hand through lane.
- Convert the right hand through lane to a two-way bikeway and/or pedestrian space.

# Recommendations

- Receive and File the East Downtown Pedestrian Realm Augmentation Study.
- Receive and file the DRAFT East Downtown Preferred Long-Term Vision and return to City Council for proper approvals.

# Next Steps

- Conduct more outreach.
- Seek further public input.
- Return to City Council with the preferred vision.
- Consider other implementation steps (preliminary designs, funding, etc.).

# Questions?