

# LINDEN HILLS SMALL AREA PLAN

## MOVEMENT: TRANSPORTATION

The following briefs identify key City policy framework, past guidance from the Linden Hills Neighborhood Design Framework from 1997, survey and workshop themes, and analysis of existing conditions to provide a distilled set of issues for consideration in the small area planning process.

### **SUMMARY: CONSIDERATIONS TO BE EXPLORED IN THE SMALL AREA PLANNING PROCESS**

The community survey and workshop revealed that the walkability of the area is extremely important to the community. It is the preferred method of getting around within Linden Hills. Several survey respondents echoed an idea of better connecting the business nodes and other amenities such as the Lake Harriet Bandshell.

One of the common concerns that came from the community was about traffic and how that impacted the walkability of the area. Promoting walking, biking and transit will help to reduce issues around traffic.

The 1997 Framework provides guidance that is consistent with, but more specific than, the City's Policies.

The traffic calming (bump outs and streetscaping) at 44th Street and Beard appears to have been successful at making the intersection more pedestrian friendly. Are there issues to consider if this treatment was to be applied to all of 44th Street West or the intersections of the business nodes?

What other improvements should be considered to make biking and walking more desirable and mitigate traffic impacts? These will be explored in the small area planning process.

### **EXISTING CONDITIONS**

#### **44th Street traffic calming**

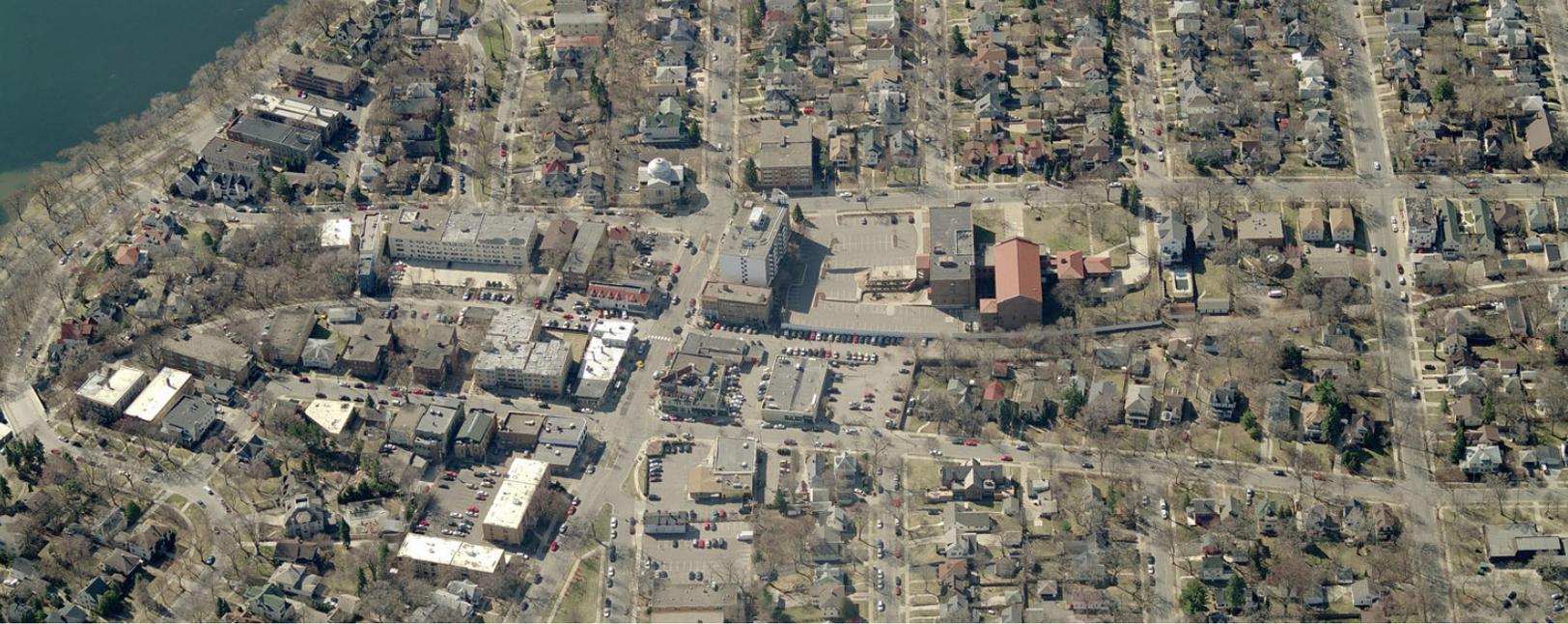
- The intersection of 44th Street West and Beard was redesigned to create curb bump outs to make the crossing of the street more accommodating of pedestrians as well serve to slow speeds along 44th Street.

#### **Upton/Sheridan/44th Street Bike Infrastructure**

- Upton Avenue from 50th Street W north to 43rd Street W and Sheridan Avenue from 43rd Street West to 39th Street West will be restriped to provide a dedicated bike lane in 2013. 44th Street West from France to Upton Avenues and 42nd Street West from Sheridan to Lake Harriet will also be restriped to indicate bike lanes.
- At the 44th & France node there are 10 bicycle racks that provide 38 bike parking space
- At teh 43rd & Upton node there are 7 bicycle racks that provide 36 bike parking spaces

#### **Former Trolley Right-of-way between 44th and 43rd Streets West**

The 1997 Linden Hills Design Framework included a vision for former trolley ROW as a way to better connect the nodes and encourage bicycling. A portion of the right of way between Xerxes and Zenith has been converted into a pedestrian path. The right of way east of Xerxes is interrupted by a metal gate dividing the commercial area of 43rd and Upton from the residential properties that utilize the right of way as alley space. The public right of way terminates one property west of its intersection with Linden Hills Boulevard.



## THE MINNEAPOLIS PLAN FOR SUSTAINABLE GROWTH

THE CITY OF MINNEAPOLIS'S COMPREHENSIVE PLAN

### Applicable Policy on Transportation Infrastructure

- 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
- 2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.
- 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.
- 2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.
- 2.5.6 Incorporate bike parking into street furniture configurations.
- 10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.
- 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.
- 10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors.
- 10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.
- 10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.
- 10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

# LINDEN HILLS NEIGHBORHOOD DESIGN FRAMEWORK - 1997

## Applicable Guidance

- Shared streets: Recognize the street as public space, the use of which should be balanced among cars, transit, pedestrians, bicycles and other modes.
- Continuous sidewalks: Provide a continuous pedestrian path system along all public streets, completing any gaps in the existing sidewalk system.
- Traffic calming: Continue to implement traffic calming measures within the neighborhood, including the redesign of 44th Street with parking bays and narrowing (bump-outs) at intersections, to improve pedestrian safety and slow traffic.
- Traffic facilities: Provide improved transit facilities to increase transit ridership (i.e. transit shelters integrated into mixed use developments)
- Transit services: Explore options for redesigning and improving transit service (i.e. through shuttle bus or local circulator) to meet neighborhood and visitor needs