

Southview Blvd & 3rd Avenue Improvement Project

Public Open House December 4, 2014 5 to 7pm



Southview Blvd & 3rd Avenue Public Information Meeting

Agenda

- Presentation 5:30 to 6:15 pm
 - Purpose of Project
 - Opportunities with Project
 - Proposed Draft Corridor Concepts
 - Schedule and Next Steps
- Open House Format 6:15 to 7pm
 - Discuss Project Elements with Staff



Introductions

- Project Staff
 - Chris Hartzell, Dakota County Project Manager
 - John Sachi, City of South St. Paul City Engineer
 - Chris Chromy, Consultant Project Manager/Engineer
 - Angie Bersaw, Consultant Transportation Planner
 - Jake Bongard, Consultant Transportation Engineer



Audience Polling How do I use my "clicker"?

- Press number on "clicker" that corresponds to an answer that is asked.
- Allows for instant polling of the group.
- Let's Practice.





Q1. I would consider myself a fan of _____

- A. Elvis
- B. The Beatles
- C. The Rolling Stones
- D. Madonna
- E. Johnny Cash
- F. Florida Georgia Line





Project Overview

- County & City planning for a project in 2016/2017
- Preliminary design (Now March 2015)
 - Define WHAT will be built
 - Width of road and pavement
 - Sidewalks and amenities
 - Parking and boulevard space
- Final design (March 2015 to 2016)
 - Define HOW it will be built
 - Construction staging and sequencing
 - Material types and quantities



Decision Making Process



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Purpose of Meeting

- Review project need
- Gather input on elements of proposed design concepts
- Review where we have been:
 - Public Information Meeting #1 August 7th
 - Business Advisory #1 September 30th
 - Business Advisory #2 November 25th



Nov 25th Business Advisory Committee Input

- Concerns raised:
 - Reduction of on-street parking
 - Potential driveway access changes/closures
 - Intersection traffic control changes
 - Pedestrian safety
 - Project costs and assessments



Q2. How would you best describe your interest in the Southview Blvd/3rd Ave Project?

- A. Resident
- B. Business Owner/Operator
- C. Business Property Owner
- D. Interested Citizen
- E. Elected Official
- F. Other





Q3. Did you attend previous public meetings for the Southview Blvd/3rd Ave Project?

- A. Aug 7th Open House
- B. Sept 30th Business Advisory
- C. Nov 25th Business Advisory
- D. Two or more of the above
- E. This is my first meeting





Needs In Project Area

- Pedestrian movements hindered primary reason for project
- Obstructed sight lines at intersections
- Poor street lighting
- Transit stops provide no shelter from weather
- 77 vehicle crashes over 3 years
 - 19 involving parked cars
 - 3 involving pedestrian or bicyclist
- High occurrence of crashes at intersections
- Delay and back up at 20th Avenue



Pedestrian movements hindered by:

- uneven sidewalks
- cluttered with benches, trash cans, planters, trees and tree grates









Obstructed sight lines at intersections





Inconsistent street lighting

 Inconsistent spacing of street lighting leads to hotspots and dark areas





Transit stops lack shelter from weather, buses block traffic







High occurrence of crashes at 5th Avenue intersection

- 6 crashes in 3 years
 - 4 right angle crashes
- Limited visibility
- Stop sign violations
- Higher crashes than expected





High occurrence of crashes at 7th Avenue intersection

- 9 crashes in 3 years
 - 2 right angle crashes
 - 2 rear end crashes
 - 3 left turn crashes
 - 1 pedestrian crash





High occurrence of crashes at 12th Avenue intersection

- 9 crashes in 3 years
 - 6 rear end crashes
- Limited visibility





High occurrence of crashes at 13th Avenue intersection

- 7 crashes in 3 years
 - 3 right angle crashes
- Limited visibility
- Overlapping turning movements in nearby driveways
- More than double the crashes expected





High occurrence of crashes at 18th Avenue intersection

- 6 crashes in 3 years
 - 4 rear end crashes
- Southview Blvd left turning vehicles block through traffic
- More than double the crashes expected





Delay and backup at 20th Avenue intersection

- 20-30 seconds average right turn delay
- More than a minute delay for right turns at peak times
- 4-6 cars back up
- Right turn is at capacity





Q4. Based on the <u>Project Needs</u> presented, are we accurately reflecting the problems you encounter traveling through the corridor on foot, bike, bus and automobile?

- A. Strongly Agree
- B. Agree
- C. Neutral
- D. Disagree
- E. Strongly Disagree





Opportunities with the Project

Begin Southview Hill Area Study Implementation:

- Study purpose identify revitalization opportunities for Southview and Marie businesses
- Community input opportunities:
 - Open House #1 (October 10, 2013)
 - Open House #2 (January 23, 2014)
 - Open House #3 (March 27, 2014)
 - Online surveys
 - Stakeholder meetings and phone calls
 - Planning Commission and City Council meetings
- Study adopted in April 2014

SOUTHVIEW HILL AREA STUDY



City of South St. Pau





Opportunities with the Project

Study Recommendations for Southview Blvd:

- Consider *public realm improvements* to elevate the area's *character* and promote *placemaking*
- Promote designs that *encourage walking and transit use* in addition to *efficient vehicular travel*
- Explore feasibility of more pedestrian space by removing and relocating some on-street parking to new public parking lots
- Install high-quality, branded *wayfinding* and *gateway elements*



SOUTHVIEW HILL AREA

STUD





Streetscape Opportunities



- Sense of Place
- Safety
- Mobility (All Modes)
- Inviting for Business
- Investment in Community



Elements of a Streetscape



- Travel Zone
- Parking Zone
- Amenity Zone
- Pedestrian Access Zone



Pedestrian Access Zone Features



- Pedestrian Access Route
- Simple /Clear Pavement Design
- Accessibility to Storefronts



Possible Amenity Zone Features



- Landscaping (Trees/Planters)
- Decorative Pavement
- Lighting
- Seating
- Wayfinding Signage
- Banners/Hanging Baskets
- Artwork



Base Level Streetscape

Roadway Lighting





Concrete Pavement Patterns





Intersection Bump-Outs





Middle Level Streetscape







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Pedestrian Lighting





High Level Streetscape

Pedestrian Lighting



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Planters

Trees

Decorative Pavement

Concrete Pavement Patterns







Benches & Trash Receptacles





Specialty Lighting/Monumentation



Pedestrian Scale Wayfinding





Banners & Hanging Baskets

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Streetscape Nodes – Primary and Secondary



Primary Streetscape Node: -Monumentation Artwork Specialty Lighting Landscaping Decorative Pavement Wayfinding - <u>Secondary Streetscape Node:</u> Landscaping Decorative Pavement Wayfinding

- Strong Vehicular Connections MINI

Strong North/South Pedestrian Connection



Opportunities with the Project

- Mid-block design flexibility
 - Need to understand how to best allocate space within existing right-of-way
 - There are certain requirements
 - Flexibility with other elements
 - Needs are expected to be different at different locations in the corridor





Elements Competing for Space

Minimum requirements: (44-52')

- 11' travel lanes
- 5' shoulder (no parking)
- 8-10' parking
- 5-6' sidewalk each side

Options for remaining space: (8-16')

- Increase width of elements
- Parking or No Parking
- Add Amenity zone/boulevard/snow
- Add left turn lane (12')





Mid-Block Design Flexibility

We need your input on how to allocate space where flexibility exists:

- On-street parking
- Streetscape amenity zone/boulevards/snow storage
- Pedestrian access route
- What are your must haves?
- > What can you give up to maintain your must haves?



Q5. In your opinion, how important is it to improve pedestrian facilities (clear path, wider sidewalks)?

- A. Very important
- B. Somewhat important
- C. Neutral
- D. Not important
- E. No opinion





Q6. In your opinion, how important is it to provide streetscape amenities (trees, benches, planters, etc.)?

- A. Very important
- B. Somewhat important
- C. Neutral
- D. Not important
- E. No opinion





Q7. In your opinion, which is more important to you as a business patron?

- A. Off-street parking (either private or public lot)
- B. On-street parking directly outside of a business
- C. On-street parking within 1 block of a business
- D. On-street parking within a few blocks of a business
- E. No opinion





Intersection control beyond a thru-stop requires a detailed engineering study that considers:

- Traffic volume levels on the major and minor street
 - Throughout a typical day, including peak period(s)
 - Conflicting crossing and turning movements
- Crash history and potential with each option
- Capacity and delay potential with each option
- Pedestrian activity and type of pedestrians
- Conditions within the intersection



Identified potential traffic control changes needed at:

- 20th Avenue current all-way stop
- 12th Avenue current traffic signal
- 7th Avenue current traffic signal
- 3rd Avenue current all-way stop



• Types of Traffic Control for Southview Blvd project











- Thru-Stop Control
 - Single-stage pedestrian crossing
 - Very little impact to mainline vehicle speeds
 - 7% compliance for vehicles stopping for pedestrian on the curb, waiting to cross
 - Driver awareness to pedestrians: Moderate
 - Pedestrian awareness to drivers: Moderate





- All-Way Stop Control
 - Single-stage pedestrian crossing
 - Potentially reduces vehicle speeds
 - Near 100% compliance since vehicles required to stop at the STOP sign.
 - Driver awareness to pedestrians: Moderate
 - Pedestrian awareness to drivers: Moderate





- Roundabout
 - Two-stage pedestrian crossing
 - Wide median refuge
 - Improves safety by allowing pedestrian to focus on crossing one direction of traffic at a time
 - Reduced vehicle speeds
 - Driver awareness to pedestrians: High
 - Pedestrian awareness to drivers: High





Mini-Roundabout

- Single-stage pedestrian crossing
- Narrow median refuge
- Crossing similar to conventional intersection
- Reduced vehicle speeds
- Driver awareness to pedestrians: Moderate
- Pedestrian awareness to drivers: Moderate





- 20th Avenue
 - Primary movements (76% or more)
 - Consider alternatives to allow more free-flow condition for primary movements
 - Maintain all-way stop
 - Reconfigure intersection
 - Roundabout (regular or mini)





- 3rd Avenue
 - Primary movements (44% or more)
 - Consider alternatives to allow more free-flow condition for primary

movements

- All-way stop
- Mini-Roundabout







7th Avenue and 12th Avenue Intersections

- Traffic signals are not justified to serve intersection traffic volumes levels
- Traffic signal equipment beyond its useful life, costly to replace
- Fewer crashes expected WITHOUT a traffic signal





7th Avenue Intersection

- All-way stop, Mini-roundabout, or thru-stop are appropriate at this location
- All-way stop reduces unnecessary delay by as much as
 - 35% reduction during off-peak
 - 45% reduction during peak





- 12th Avenue Intersection
 - Thru-stop Control is most appropriate at this location
 - Improved visibility from side streets is necessary
 - Bump-outs
 - Reduces unnecessary delay by as much as
 - 75% reduction during off-peak
 - 70% reduction during peak





Draft Corridor Concepts

- Three different approaches
 - Balanced Mobility Concept
 - Roundabout Concept
 - Vehicle-Orientated Concept
- Pieces of each concept can be combined
- Our responsibility is to pull together an overall corridor that functions as a system with many parts



Balanced Mobility Corridor Concept

- Balances:
 - Space for pedestrians, streetscape and transit amenities
 - Movement of vehicular traffic
- Improves intersection sight lines
- Reduces crossing distance for pedestrians





Roundabout Corridor Concept

- Increases space for pedestrians, streetscape and transit amenities (but less than Balanced Mobility Concept)
- Most efficiently moves vehicular traffic
- Improves intersection sight lines
- Reduces crossing distance for pedestrians





Vehicle Oriented Corridor Concept

- Greater focus on efficiently moving vehicular traffic
 - Turn lanes to separate movements
 - Focus on primary intersection movements
- Increases space for pedestrians, streetscape and transit amenities (but less than other concepts)
- Some reduction in pedestrian crossing distance





Next Steps

- Iterative process to refine and evaluate concepts; arrive at a Sustainable Solution
- Opportunities for continued involvement:
 - Business Advisory Committee (January)
 - Citizens Advisory Committee (January)
 - Public Open House #3 (February)
 - Public Open House #4 (March)





Your Input Tonight

- We need your input on what elements are most important to you and where does flexibility exist:
 - On-street parking specific locations
 - Streetscape amenity zone/boulevards/nodes
 - Sidewalk width pedestrian access route
- Talk with project staff
- Fill out a comment form or email staff



Project Contacts

Chris Hartzell – Dakota County 952-891-7106 <u>Chris.hartzell@co.dakota.mn.us</u>

John Sachi – South St. Paul 651-554-3210 jsachi@sspmn.org

www.southviewblvd.com

Chris Chromy – Bolton & Menk 952-890-0509 chrisch@bolton-menk.com

Angie Bersaw – Bolton & Menk 507-625-4171 angiebe@bolton-menk.com

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