



18TH AVENUE S & LITTLE EARTH

Transportation Study

December 2023

ACKNOWLEDGMENTS

The 18th Avenue S & Little Earth Transportation Study is the result of a yearlong and ongoing collaboration between Public Works, East Phillips Neighborhood, Little Earth Residents Association (LERA) and the Native Youth Arts Collective. The study was shaped by an internal Steering Committee made up of Public Works Leadership, a Work Group of technical staff experts, Ward 9 Council Office and other staff across the City enterprise. The study was also shaped by the invaluable feedback from the Little Earth community and the East Phillips residents who attended meetings and interacted with staff. Public Works staff would also like to acknowledge the various organizations and agency partners who have supported this work including East Phillips Improvement Coalition (EPIC), Mississippi Watershed Management Organization (MWMO), and Minneapolis Park & Recreation Board (MPRB).

Staff would also like to recognize National Association of City Transportation Officials (NACTO) for the 2021 Streets for Pandemic Response and Recovery grant, as well as Public Works Transportation Maintenance and Repair, and Surface Water & Sewer staff who made the demonstration project possible.

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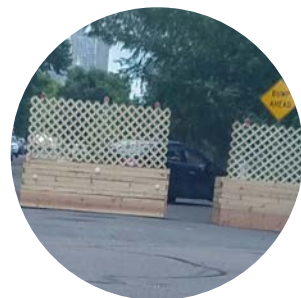
EXECUTIVE SUMMARY

The 18th Avenue S & Little Earth Transportation Study is the culmination of a yearlong and ongoing collaboration between Minneapolis Public Works and Little Earth, East Phillips Neighborhood and institutions along the study area. The resulting study was used to initiate a Capital Budget Request in 2023 which proposes a reconstruction project along 18th Avenue S, E.M. Stately St and Ogema Place in the capital improvement program.

BACKGROUND

In 2020, the East Phillips Neighborhood and Little Earth experienced a persistent increase in crime, speeding, and civil unrest following the murder of George Floyd. In response, residents along 18th Avenue S installed barricades to prevent non-residents from entering and engaging in criminal activity within their community.

Led by the Ward 9 Council office, Minneapolis Public Works and other City staff met with residents regularly throughout 2020 to collaborate on changes to the right-of-way that could improve public safety. The resulting actions from these meetings included a project pilot, testing temporary street elements and operational changes to reduce vehicle speed and traffic volumes. Building on this past visioning and community engagement, Public Works conducted this Transportation Study in 2021 to identify a long-term implementation plan for permanent changes to the streets by developing preferred concept layouts that would be used to initiate a capital budget request (CBR) to fund a future reconstruction of three neighborhood streets – 18th Avenue S (E 24th to E 26th Streets), E.M. Stately and Ogema Place. These streets were chosen as the focus area due to their concentration of crime and public safety concerns from residents and because the City wanted to prioritize the streets surrounding Little Earth, the only urban indigenous subsidized housing community in the country.



CREATING A FUTURE VISION FOR 18TH AVENUE S, E.M. STATELY AND OGEMA PLACE

Following technical analysis, review of plans and policies and engagement with the community and institutions along the study area, preferred concept layouts (at approximately 10% design level) were developed for each street to inform a future reconstruction project. Key features of the proposed preferred concept layouts of the three streets includes:

- Improving traffic safety for people walking, rolling, biking and driving by:
 - Right sizing streets through narrowing street width
 - Curb extensions
 - Raised crossings
 - Speed tables
- Limiting non-resident access and cut through traffic by proposing a traffic filter on 18th Avenue S, closing the northern portion of Ogema Place and converting it to a greenway
- Improving safety in and around Cedar Field Park by creating more shared space for people walking on 18th Avenue S and incorporating pedestrian-level lighting
- Enhancing the streets with greening and green infrastructure, including native plants, trees, and planters
- Improving access for people walking and biking via wider sidewalks and a greenway on Ogema Place

Within the proposed concepts are unique features that emerged from the community via engagement, which would need to be further explored and evaluated for design feasibility, funding and maintenance.

- Art that is reflective of Indigenous culture and communities along the project area, this includes an opportunity to install art on 18th Avenue S & E 25th Street as well as an opportunity for street art on the proposed raised crossing on Ogema Place
- Improving quality of public realm and enhancing lighting by creating overhead string lights on Ogema Place

WHAT COMES NEXT

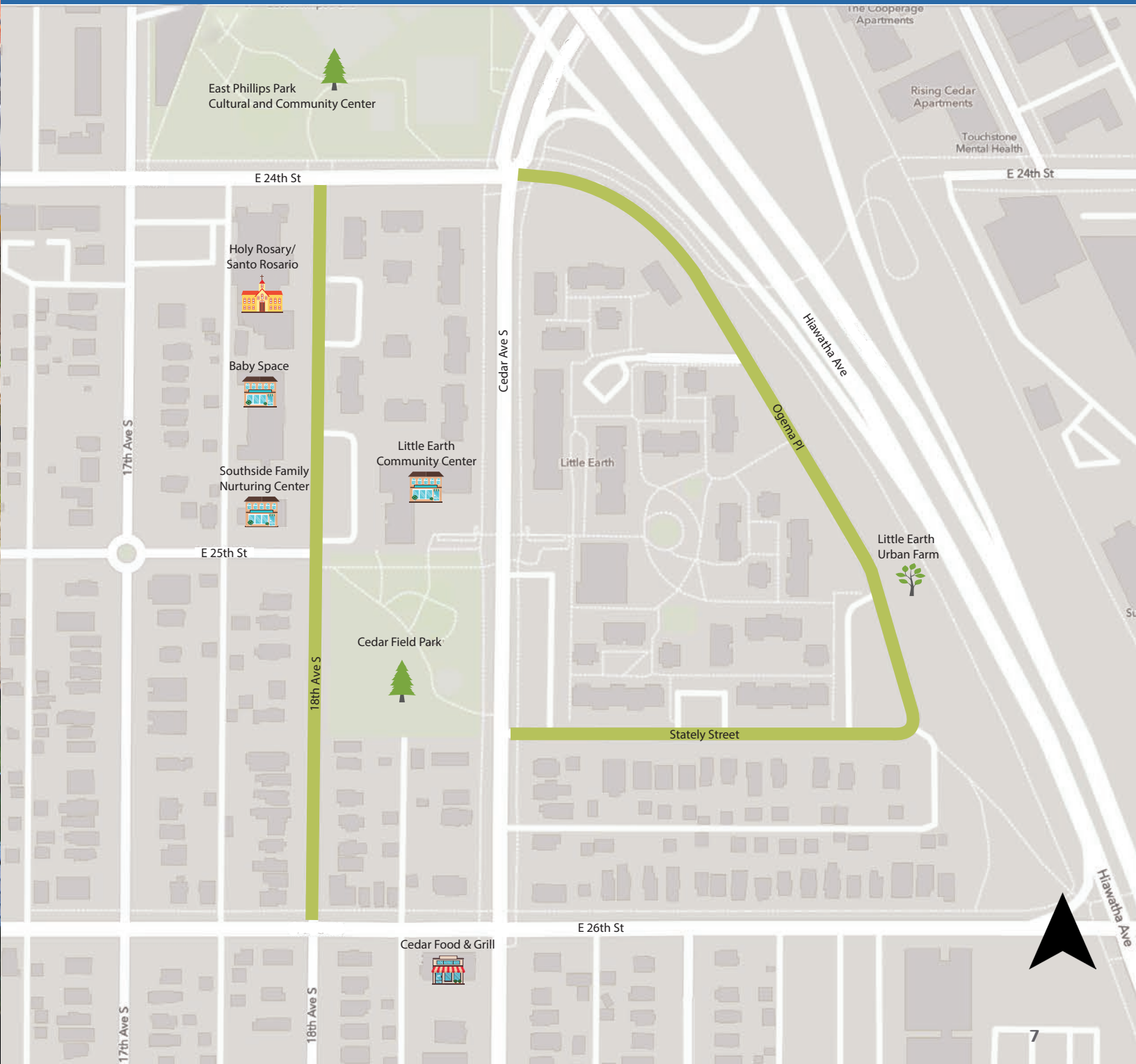
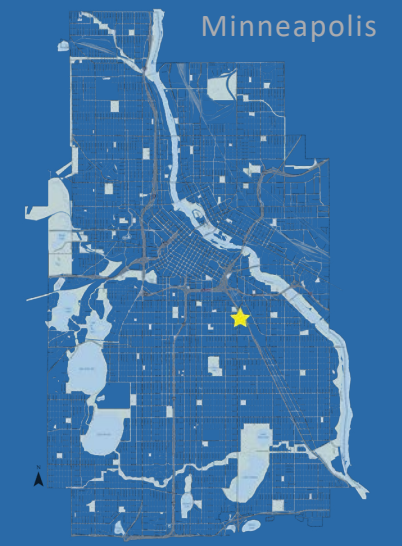
As a major milestone to the study, 18th Avenue S, E.M. Stately St and Ogema Place has been proposed as a [reconstruction project](#) in the 2023-2028 Capital Improvement Program for 2028. The estimated planning-level construction cost for a full reconstruction is approximately \$3-5 Million.

¹ Little Earth: <https://www.littleearth.org/>, accessed 1/9/2023.



1.0 INTRODUCTION

STUDY LOCATION



The City of Minneapolis recognizes that people indigenous to North America have lived in the area we know as Minnesota and near the Mississippi River for over 12,000 years.

The street segments under study are located within the East Phillips neighborhood of S Minneapolis and Little Earth, the only urban indigenous preference project-based Section 8 rental assistance community in the United States.

The study focused on three streets: 18th Avenue S between E 24th and E 26th Streets (0.24 miles of urban neighborhood² residential streets), and Ogema Place and EM Stately Street between Cedar Avenue (0.36 miles of urban neighborhood streets.)

The area along the project corridor has a mix of residential densities including the Little Earth Housing and Urban Development (HUD) subsidized multi-family housing complex on the northern portion of 18th Avenue S, as well as institutions including daycares, places of worship and parks. The area along Ogema Place and EM Stately Street includes mostly single family and smaller multifamily residential, as well as the Little Earth Urban Farm.

The segment of 18th Avenue S between 24th and 26th Streets and EM Stately Street between Cedar Avenue and Ogema Place were constructed in 1972 and Ogema Place between EM Stately Street and Cedar Avenue was constructed in 1973. The pavement condition along the project extent is generally rated in “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017.

In December 2020, the Southern portion of 18th Avenue S between 25th Street and E Lake Street was converted to a one-way Southbound roadway so that 18th Avenue S is now one-way Southbound between 24th Street and E Lake Street.

² Urban Neighborhood streets are local residential streets with low traffic volumes (typically lower than 1,500 Average daily traffic) and that provide access to residences, parks, and schools. Urban Neighborhood streets are the most predominant street type in the city. Urban Neighborhood streets are not intended for through motor vehicle trips

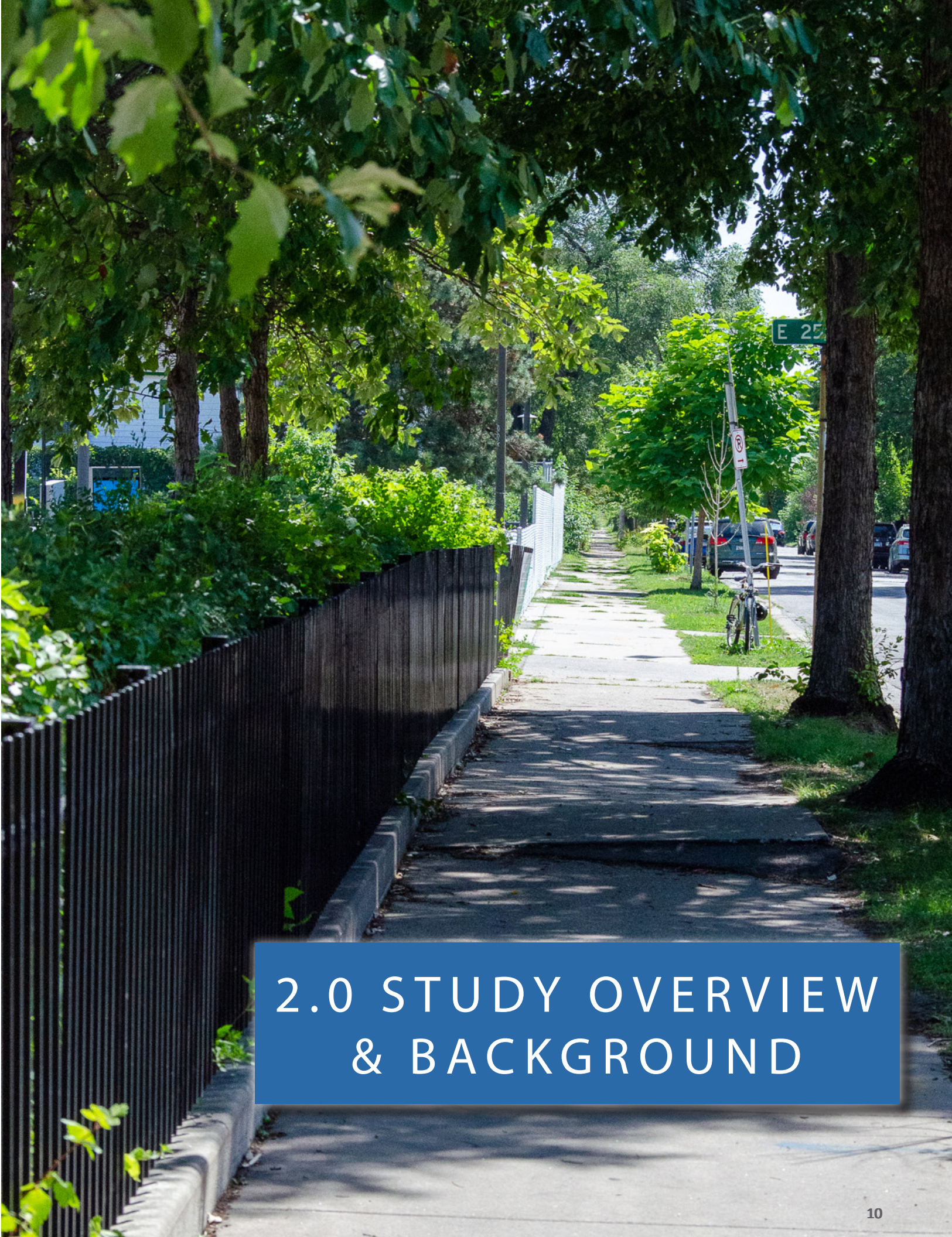
LITTLE EARTH COMMUNITY SNAPSHOT

Little Earth is 9.4 acre, 212-unit Housing and Urban Development (HUD) subsidized housing complex located in the urban industrial core of Minneapolis, Minnesota. It is home to roughly 1,000 residents representing 38 tribal affiliations with 99% of residents identifying as Native, 50% of whom are under the age of 21. Little Earth was founded in 1973 and remains the only indigenous preference project-based Section 8 rental assistance community in the United States and is colloquially known as “the heart of the Native community”. One hundred percent of residents are categorized as “very low income” by State and Federal standards with the average income of \$10,000 per year per household. While these statistics do not define the community, they are helpful to understand the economic barriers faced by the Little Earth residents.

There are two major policy and historical events that have led to the assimilation of Native peoples, the denigration and loss of cultural and linguistic knowledge, and caused historical and intergenerational trauma within the Native community. The first is known as the Boarding School Era. The Boarding School Era (lasting from roughly 1870-1978) saw Native children forcibly extracted from their reservations and homes and placed into boarding schools designed to assimilate children using rhetoric such as “Kill the Indian, save the man”. This historical trauma still has lasting impacts on the Little Earth community, and the intergenerational trauma continues to negatively impact the social-emotional wellbeing of the community. The second policy that deeply impacts the community is the Indian Relocation Act of 1956 that encouraged Native people to leave their reservations and move to cities. Minneapolis saw an influx of Native people from all over the Midwest. This geographic extraction was another attempt at forced assimilation and resulted in residents becoming disconnected from their cultural and tribal identities. Intergenerational knowledge of culture is often lost or forgotten with youth unaware of the cultural knowledge of their Elders and thus unable to heal and grow within a culturally supportive environment.

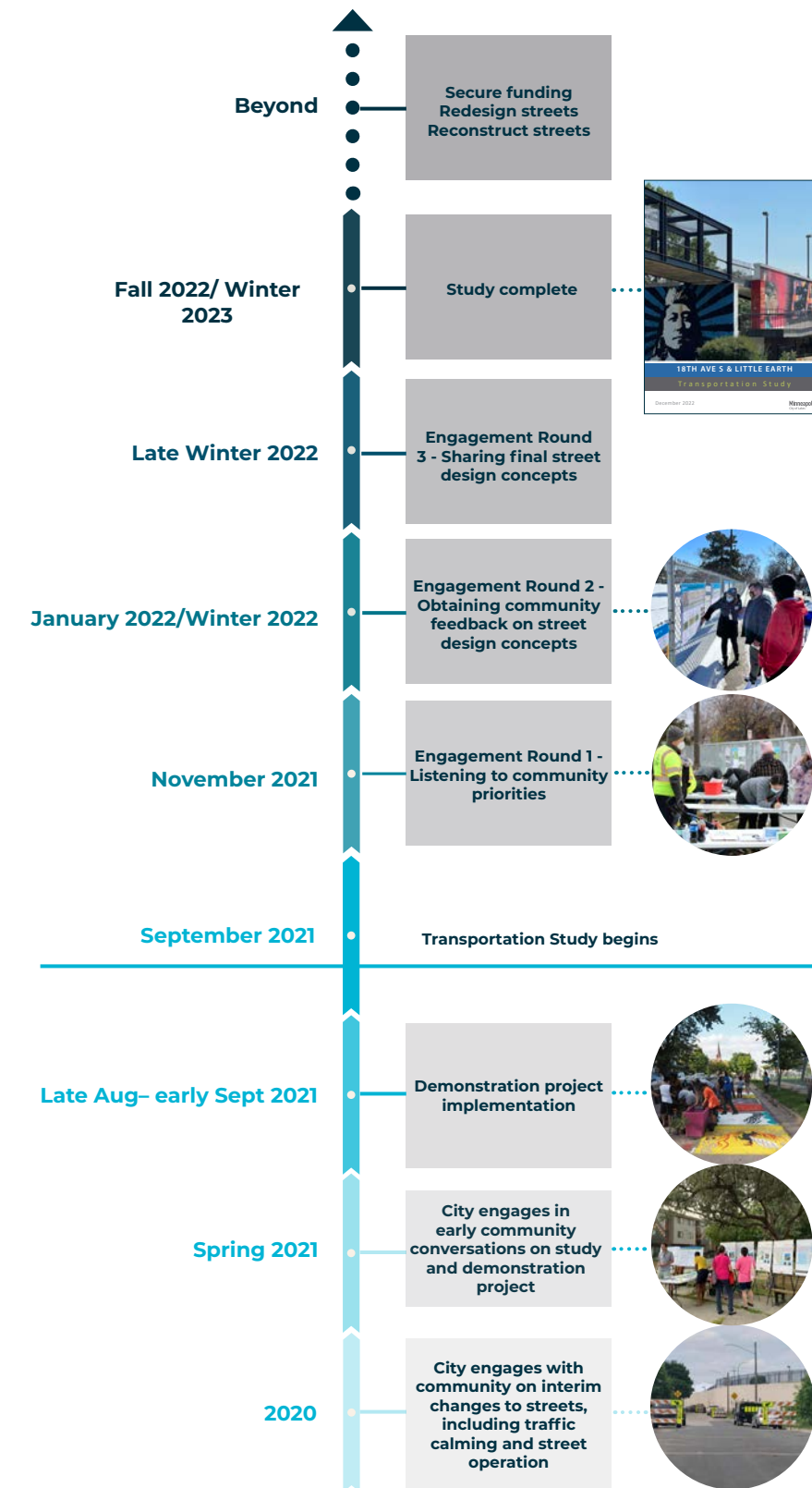
Most recently, the COVID-19 pandemic disproportionately impacted the Native population in the Twin Cities, and particularly those within the Little Earth community by compounding health disparities already present within the community. These inequities were further exacerbated by civil unrest following the murder of George Floyd less than one mile from the community. The residents saw a rise in crime and violence, decreased access to community services and saw many of their neighborhood facilities destroyed.³

³ Community Snapshot description provided by the Little Earth Residents Association.



2.0 STUDY OVERVIEW & BACKGROUND

STUDY BACKGROUND



In 2020, the East Phillips Neighborhood experienced persistent increases in crime, speeding, and civil unrest following the murder of George Floyd. To deter crime, community members implemented their own traffic calming measures to improve livability and safety along 18th Avenue S and Ogema Place. Meetings were convened with residents by the Ward 9 Council office, Minneapolis Public Works and other City staff who met regularly throughout 2020 to collaborate on changes to the right-of-way that could improve public safety and address community concerns. The resulting actions from these meetings included a pilot project, to test temporary street elements and implement operational changes to reduce vehicle speed and traffic volumes.

Building on this visioning and community engagement, Public Works initiated a Transportation Study, which included an engagement plan rooted in equity, to develop an implementation plan for permanent changes to the streets through a future capital project. As the kick-off to the study, a demonstration project was deployed in the Fall of 2021 to interactively engage with residents on more permanent solutions to address ongoing concerns related to public safety, traffic, livability and equity.

STUDY GOALS



ENGAGEMENT GOALS

- Acknowledge the historical trauma
- Develop an engagement plan rooted in equity
- Develop intentional and long-term relationships between City staff and Little Earth
- Support the community in connecting them to resources and additional external partners
- Establish partnerships and coordination with other agencies and projects within the area
- Identify a process for how the community can be further engaged on future implementation of the capital project



DESIGN GOALS

- Develop a 10% preferred concept layout⁴ for the redesign of the project streets to reflect community, businesses and agency needs and desires for the area
- Improve traffic safety
- Improve safety and access in and around Cedar Field Park and other community destinations in the area
- Limit non-resident traffic in the area, while maintaining access for residents and park users
- Include space within the public right-of-way for community use
- Include trees, greening and plants native to the area and safety in the City's public right of way

⁴ Public Works creates design concepts using many inputs, including City Policy, Technical Analysis and Stakeholder feedback to explore basic street design options within the project area.

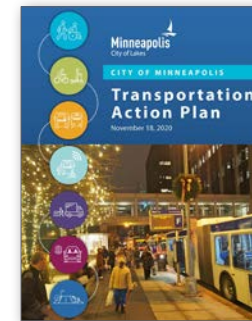
WHAT IS CONCEPT LAYOUT?

The preferred concept layout phase of a project is when Public Works uses many inputs to explore basic street concept layouts within the project area.

CITY POLICY + TECHNICAL ANALYSIS + STAKEHOLDER FEEDBACK = CONCEPT LAYOUT

GUIDING CITY PLANS & POLICIES

The development of this Transportation Study, as well as the Preferred Design Concepts, was guided by the following existing City Plans and Policies:



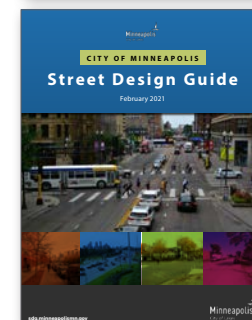
- [Transportation Action Plan](#) – 10-year action plan to guide future planning, design and implementation of transportation projects for all people in all the ways they move around.



- [ADA Transition Plan for Public Works](#) – Plan to identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.



- [Vision Zero Action Plan](#) – The City's commitment to eliminate all severe and fatal injuries on city streets by 2027.



- [Minneapolis Street Design Guide](#) – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility.



- [Complete Streets Policy](#) – A policy, which outlines the City's commitment to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, rolling, biking, taking transit, or driving.

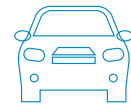
EXISTING CONDITIONS

COMMUNITY DEMOGRAPHICS

38% of people in the neighborhood are youth under 18 years old compared to 20% citywide

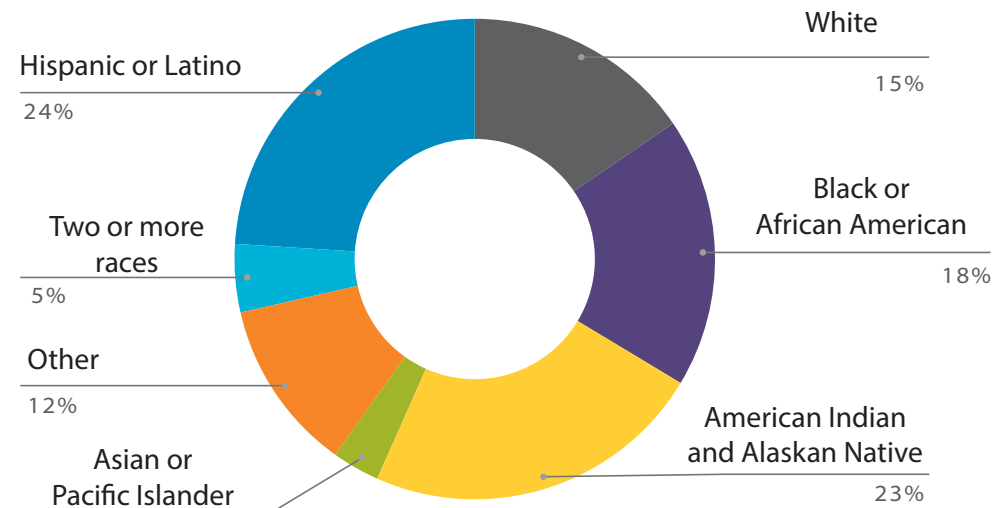


Carless in the city



40% of households in the neighborhood have no access to a vehicle

35% of households in the neighborhood have access to one vehicle

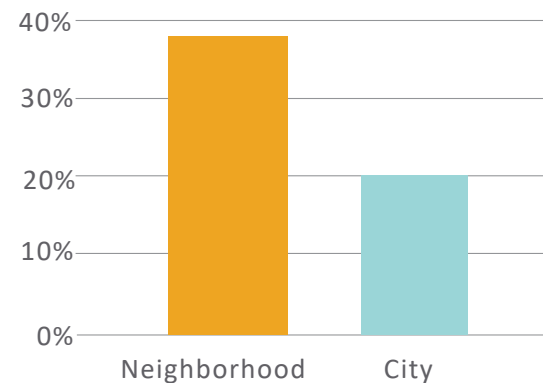


The two demographics most represented within 1/4 mile of the study location are American Indian and Latino, but there are significant Black and White residents too.

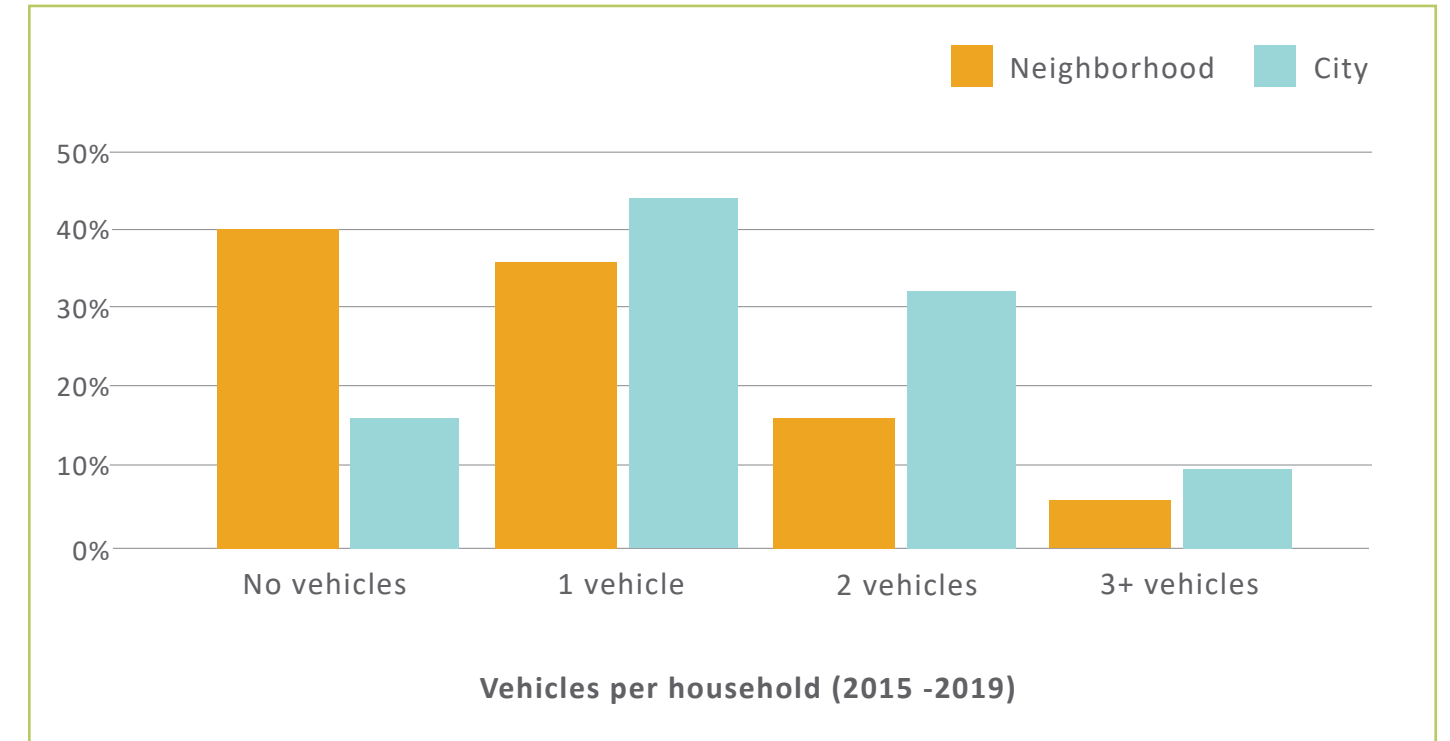


74% of residents rent compared to **53%** Citywide

PERCENT OF POPULATION UNDER 18



VEHICLES PER HOUSEHOLD



The study corridor(s) are directly adjacent to Little Earth, the only American Native preference community in an urban setting, home to nearly 1,000 residents (out of approximately 2,000 residents within 1/4 mile of the study area), 50% of whom are under the age of 21. Collectively, 38% of the people in the neighborhood are youth under the age of 18 compared to 20% citywide. The two demographics most represented within 1/4 mile of the study area are American Indian (23%) and Latino (24%). 74% of residents rent compared to 53% citywide. 40% of households in the neighborhood have no access to a vehicle while 35% have access to one vehicle per household.⁵

One hundred percent of Little Earth residents are categorized as “very low income” by State and Federal standards with the average income of \$10,000 per year per household.⁶ The residents must meet income guidelines set by the U.S. Department of Housing and Urban Development (HUD) to reside at Little Earth.

⁵ U.S. Census Bureau (2015-2019)

⁶ Little Earth, <https://www.littleearth.org/about>, accessed on January 31, 2023.

TRAFFIC CIRCULATION

The corridors under study serve an estimated 540 to 1,590 people walking and biking, and 400 to 760 people driving per day.

HOW DO PEOPLE GET AROUND?

Overall, **pedestrians** and **bicyclists** make up almost **30% of the daily roadway users along 18th Avenue S**. During the overnight hours, the amount of pedestrian and bicycle activity still makes up 20% of all roadway users along 18th Avenue S



TRANSIT RIDERSHIP



AVERAGE DAILY TRAVEL FOR PEOPLE WALKING, BICYCLING AND DRIVING



WHO IS USING THESE STREETS?

18th Avenue S, EM Stately Street and Ogema Place are urban neighborhood streets intended to serve the local community, but data between 2019 and 2021 shows many cars still travel through the community on these streets:



33%
cut-through on
18th Avenue S



Cut-through traffic has **decreased slightly** on 18th Avenue S and **increased slightly** on EM Stately Street and Ogema Place



16%
cut-through on
EM Stately Street
and Ogema Place



Cut-through traffic has a similar trend during overnight hours (8pm-4am) to daily traffic - though it is lower by 5%

Cut-through traffic is defined as traffic that passes through the immediate neighborhood that is not destined to that neighborhood.

- Cut-through traffic on 18th Avenue S was defined as Southbound vehicles traveling on 18th Avenue S that passed through 24th Street and continued S through 26th Street without ending a trip at a destination within the immediate neighborhood.
- Cut-through traffic on EM Stately Street and Ogema Place was defined as vehicles that enter eastbound on EM Stately Street and continue north to Ogema Place and exit westbound on Ogema Place without ending the trip at a destination within the immediate neighborhood.
- It should be noted that pick-up/drop-off trips, school buses, or other trips during which vehicles stop for only a short time (i.e., less than 5 minutes) are often counted as cut through trips because the analysis methodology used for this study does not recognize the short stop as an end to a trip.

18th Avenue S, EM Stately Street and Ogema Place are urban neighborhood streets intended to serve the local community, however, StreetLight⁷ analysis between 2019 and 2021 shows many people driving through the community on these streets.

The StreetLight analysis focused on two different time periods of the day: all day (12AM-12AM) and overnight (8PM-4AM). StreetLight results were also compared over time to learn how traffic patterns and volumes have changed over the past 3 years. StreetLight data was obtained for the neighborhood areas for the following timeframes:

- January 1, 2019 – December 31, 2019
- January 2, 2020 – December 21, 2020
- January 1, 2021 – September 15, 2021 (most recent data available at the time of the study)

Some key findings from the analysis includes the following:

- 1. Daily:** The three neighborhood streets of 18th Avenue S, Ogema Place, and EM Stately Street saw a 25% decrease in daily traffic in 2020 and a 19% decrease in daily traffic in 2021 when compared to the 2019 volumes. This decrease may be the result of both the ongoing COVID-19 pandemic and the modification of 18th Avenue S to one-way Southbound within the entire neighborhood area.

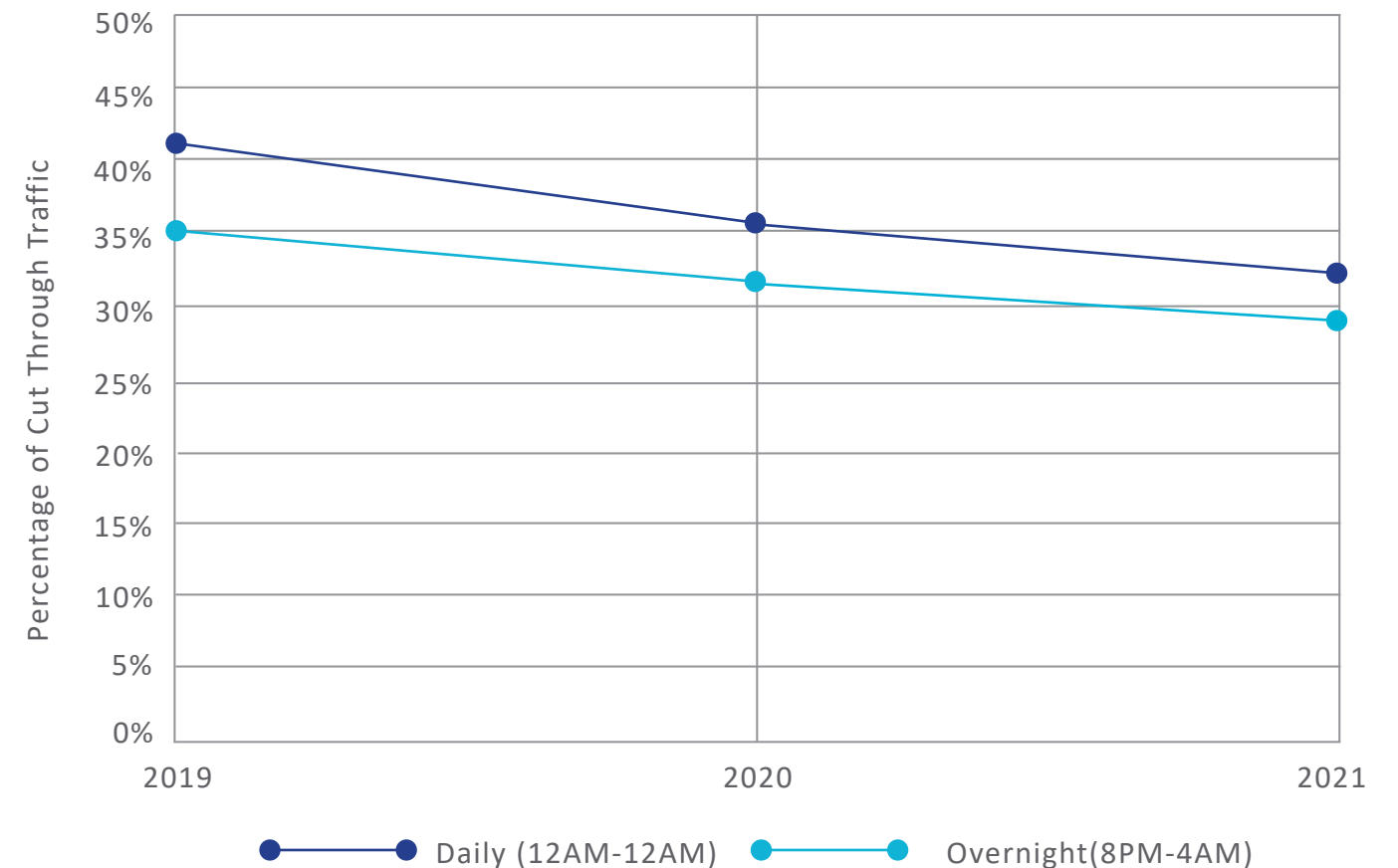
⁷ StreetLight data is used to analyze travel patterns by using location data from applications on smart devices and commercial vehicle trackers. The data can be used to determine general travel patterns for an area based on the small sample of vehicles/people using smart devices; however, StreetLight is not able to capture every trip into and out a specific location or neighborhood

- 2. Overnight:** The neighborhood streets saw a 28% decrease in overnight traffic in 2020 and an 11% decrease in overnight traffic in 2021 compared to the 2019 volumes. 18th Avenue S saw a 1% increase in overnight traffic in 2021 compared to 2019.
- 3. 18th Avenue S Modal Composition:** Pedestrians and bicyclists make up almost 30% of the daily roadway users in 2021. During the overnight hours, the amount of pedestrian and bicycle activity still makes up 20% of all roadway users at locations along 18th Avenue S.
- 4. 18th Avenue S Travel Patterns:** 42% of the trips that enter 18th Avenue S come from Highway 55, or the east. However, very few (6%) exit the area towards Highway 55 or the east. A large majority (66%) of trips exiting 18th Avenue S exit towards the S, with most of them heading S on 18th Avenue (only 33% enter from the S). This is an indication that there is a fair amount of cut through** traffic on 18th Avenue S through the Little Earth Neighborhood – traffic using 18th Avenue S not destined to the immediate neighborhood (Appendix Figures 1 and 2).

- 5. 18th Avenue S Cut Through Trips**** have decreased over the last 3 years. In general, cut through traffic is lower during the overnight hours (8PM-4AM) by approximately 5% than the daily period. See Figure below – 18th Avenue S Cut Through Traffic.

Cut Through Traffic
2019 - 41%
2020 - 36%
2021 - 33%

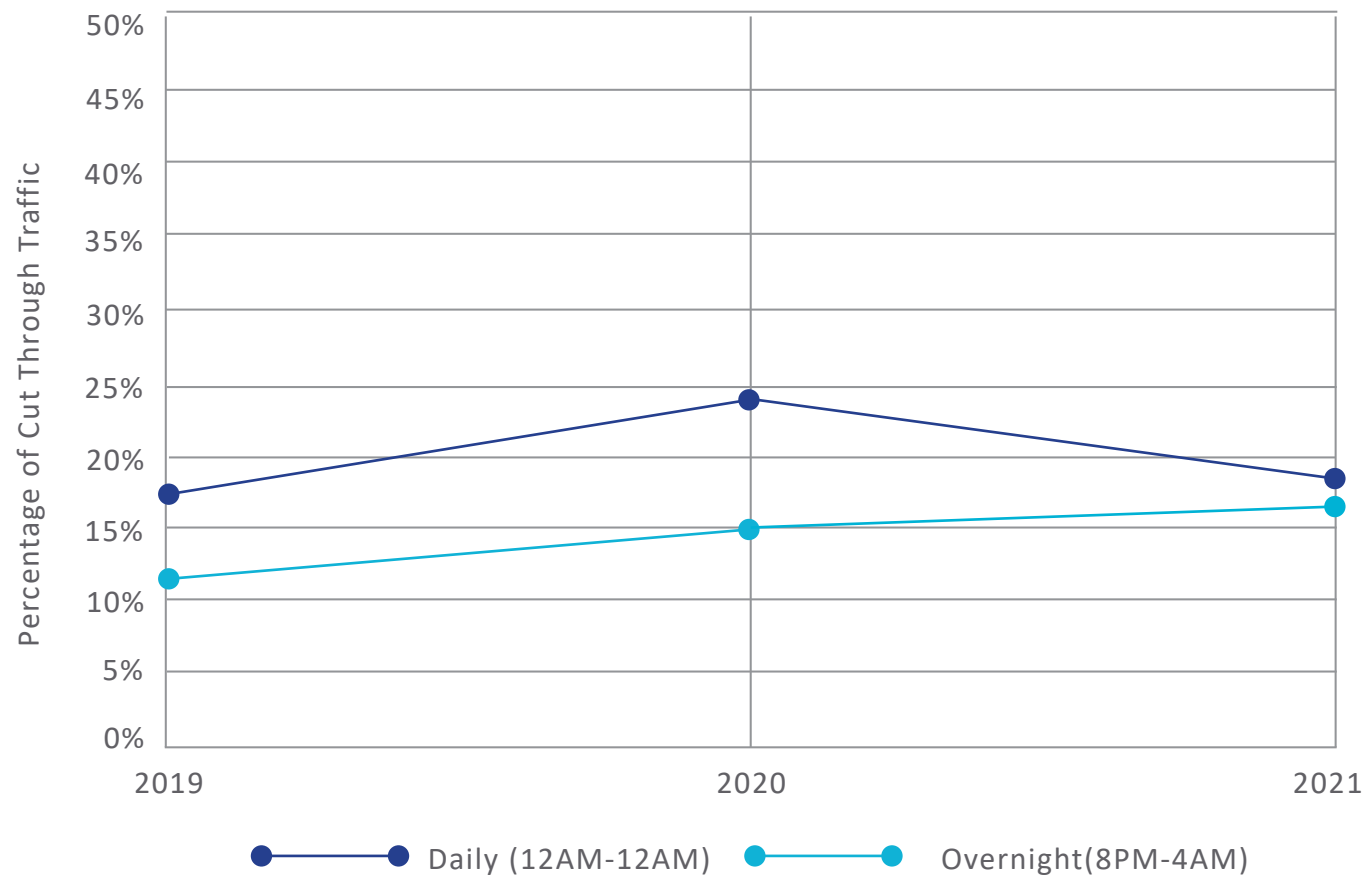
18TH AVENUE S CUT THROUGH TRAFFIC GRAPH



** It is not possible to distinguish pick-up/drop-off trips, school buses or other trips during which vehicles stop for only a short time from a cut-through trip, so if these are of short duration, less than 5 minutes, they are counted as cut through trips.

6. **EM Stately/Ogema Cut Through trips**** have ranged from 16-24% of the daily volume – increasing in 2020 and decreasing in 2021. And the overnight cut through trips have increased from approximately 13-16% of the overnight volume. These percentages are of note as this “neighborhood loop” provides only local access and is not a part of the regular street grid. With 460 average daily traffic (ADT) this is not an insignificant amount of trips that travel through considering the street function and access – while some trips are likely due to drop off activity, it is important to learn from community members if their experience confirms that there is unnecessary travel here and unwanted trips/activity.

EM STATELY/OGEMA CUT THROUGH TRAFFIC GRAPH



** It is not possible to distinguish pick-up/drop-off trips, school buses or other trips during which vehicles stop for only a short time from a cut-through trip, so if these are of short duration, less than 5 minutes, they are counted as cut through trips.

CURBSIDE USES

There are seven off street parking lots located within the project study area, including one at E 24th Street and 17th Avenue S owned by the Holy Rosary Church. The remaining six, which are located along 18th Avenue S, Cedar Avenue, EM Stately Street and Ogema Place, serve Little Earth residents and require permits.

Parking restrictions exist along E 24th Street, on 18th Avenue S adjacent to Cedar Field Park, all of Cedar Avenue, E 26th Street and part of Ogema Place on the west side of the street and single vehicle parking restrictions on 18th Avenue S between E 24th Street and E 25th Street. All of these locations are noted in the maps below.

A parking study was conducted on Tuesday, October 5, 2021, Thursday, October 7, 2021, and Sunday, October 10, 2021. Parking occupancy counts were taken at 7:00am, 12:00pm and 7:00pm on Tuesday and Thursday, and at 11:00am on Sunday to account for worship service at the Holy Rosary Church.

Overall, weekday parking occupancy is approximately 50%.

WEEKDAY PARKING



WEEKEND PARKING



ON-STREET PARKING TRENDS

- 18th Avenue S averaged 46% weekday daytime occupancy with 62% on Sunday. Weeknight patterns were in the middle with 64% on Thursday evening and 45% on Tuesday evening.
- EM Stately Street had the highest occupancy ranging from 64% to 93% and averaging above 80% during the weekday periods.
- Ogema Place had 40% to 50% occupancy with more cars parked on the east side.

PARKING LOT TRENDS

- In general, overall parking lot occupancy was around 45% throughout the week.
- The Holy Rosary Church lot was filled to capacity on Sunday.
- The north lot on Ogema Place was the parking lot most often over 75% occupied during counts.

TRAFFIC SAFETY



Pedestrian crashes are infrequent but troubling. Although there were fewer pedestrian crashes than other types, when these crashes did occur, they more frequently resulted in injury.

Speed is a significant factor in the frequency and severity of crashes in Minneapolis. Streets with higher speed limits have a higher chance of resulting in pedestrian deaths or severe injuries. Since the demonstration project was deployed on 18th Avenue S, speeds have decreased slightly according to a before and after speed study conducted in July and October of 2021. While traffic volumes on 18th Avenue S remained consistent from July to October, data shows that speeds decreased from July to October as follows:

- Median speeds dropped from 20.7 MPH to 19.5 MPH and 85th percentile went from 26.5 MPH down to 24.6 MPH.

A speed study conducted between 10/04/2021 and 10/06/2021 shows the following in terms of speeding along the study corridors:

SPEEDING IN THE NEIGHBORHOOD

18TH Avenue S

 **410 vehicles per day**

Nearly **50%** travel over the **20 MPH** speed limit

OGEMA PLACE

 **475 vehicles per day**

Less than **15%** travel the **20 MPH** speed limit

EM STATELY STREET

 **760 vehicles per day**

Less than **50%** travel over **20 MPH**

PEDESTRIAN SAFETY IN THE NEIGHBORHOOD

The City of Minneapolis Vision Zero Plan places 24th, 26th and Cedar on the City's High Injury Network Map, which will prioritize them for safety improvements.

18 AVENUE S REPORTED CRASHES



PEDESTRIAN

12 % of reported crashes

100% of reported crashes resulted in injuries



VEHICLE

88 % of total reported crashes

19 % of reported crashes resulted in injuries

- Pedestrian crashes are overrepresented on 18th Avenue S. Citywide, 8% of all crashes involve a pedestrian. On 18th Avenue S that number was 12% while on Ogema/Stately it was lower, at 5%.

OGEMA PL AND STATELY ST REPORTED CRASHES



PEDESTRIAN

5 % of reported crashes

100 % of reported crashes resulted in injury



VEHICLE

95 % of total reported crashes

14 % of reported crashes resulted in injuries

- The vast majority of all crashes reported result in property damage between two vehicles: 74% of crashes on 18th Avenue S and 82% of crashes on Ogema Place/EM Stately St



4% of people killed in traffic crashes citywide are Native American, but Native Americans only make up **1%** of the Minneapolis population

Reported crashes 2010 to 2020⁸ trends:

- Several streets near the project area are on the City's High Injury Network including 24th Street, 26th Street and Cedar Avenue.
- Pedestrian crashes are overrepresented on 18th Avenue S. Citywide, 8% of all crashes involve people walking or bicycling. On 18th Avenue S, that number was 12%.
- The vast majority of the crashes reported resulted in property damage between two vehicles. 74% of crashes on 18th Avenue S and 82% of crashes on Ogema Place/EM Stately Street. Citywide, between 2017-2021, 71% of crashes were property damage.
- Native American and Black residents of Minneapolis were disproportionately impacted by traffic deaths during the 10 years from 2009-2018. This means that, when compared to their population size, traffic deaths affected them more than other groups:
 - Native American residents comprise 1% of total Minneapolis population but make up 4% of people killed in traffic crashes.⁹

PUBLIC SAFETY

When talking about crime and public safety within the East Phillips and Little Earth community, it is important to acknowledge the historical and intergenerational trauma experienced by the Native community, which continues to negatively impact the social-emotional wellbeing of the community.

Violent crime is a daily reality within the community and is fueled by the lack of resources in the community, which has resulted in an opioid epidemic, gang violence, people experiencing homelessness, and an increasing recognition of the presence of sex trafficking. All of these symptoms have been further exacerbated by the ongoing challenges of the COVID-19 pandemic and the civil unrest following the murder of George Floyd less than one mile away.

Members of the Little Earth community who engaged in this study and previous engagement with the City noted that most of the violence is coming into the Little Earth complex from people outside of the community. To respond to the onset of a rise in violence, the community formed the 'Little Earth Protectors' – a community-centered approach to public safety to keep their community safe. The Protectors, made up of Little Earth residents patrol the neighborhood and make sure people who are non-residents are not admitted in.

While Public Works recognizes that the larger issues cannot all be solved by street design alone, this study has taken these factors into consideration when developing the preferred concepts while also considering [Crime Prevention Through Environmental Design](#) best practices.

In addition to undertaking this Transportation Study, the intent is to build and sustain long-term relationships between Public Works staff and the Little Earth community to identify key gaps and keep the community connected to City resources and services.

Another key goal is to replace the stigma around Little Earth by highlighting people, stories and the work members of the Little Earth community do to enrich their community every day.

⁸ Source: MnDOT MnCMAT, accessed 10-29-2021

⁹ Source: NHTSA Fatality and Injury Reporting System Tool for 2009-2018 and United States Census Bureau 2010-2019.

ENVIRONMENTAL IMPACTS

In addition to the two major policies described previously, the Boarding School Era and the Indian Relocation Act of 1956, that led to the assimilation of Native peoples, there are additional factors that have been detrimental to the Little Earth community, including lack of affordable food access and environmental impacts. Little Earth is directly adjacent to Trunk Highway 55 (TH 55) or Hiawatha Avenue, a six-lane urban highway which carries upwards of 51,000 vehicles per day near this study location.

The Little Earth Urban Farm, located between Hiawatha Avenue and Ogema Place, was started in 2010 by a group of Native mothers to inspire hope, nurture growth, uphold cultural traditions, and improve the health of Native families. The Urban Farm has struggled with poor soil quality due to its location within the urban industrial core and proximity to the former CMC Heartland site at which high levels of arsenic contamination were found during the 1994 reconstruction of TH 55. The site located at 27th Street and TH 55 was used to store pesticides which contained arsenic from 1938 to 1963.^{10 11} Over the past 10 years, the City has extracted over 18 inches of soil, declassifying the Urban Farm as a Superfund site in 2019. The solution has been for the Little Earth community to use raised beds to ensure the safety of the food.

TREE COVERAGE AND URBAN HEAT ISLAND

Four native sacred medicines



Sage



Tobacco



Sweetgrass



Cedar

Many Native American tribes believe that the qualities and properties of trees bring specific medicine and carry a sacred spark of the Great Spirit. The Little Earth community recognizes the Four Native Sacred Medicines: Sage, Sweetgrass, Tobacco, and Cedar. Cedar trees remain vital to Native culture and are used in ceremonies. Cedar is also a medicine used for healing, purification, protection, and prayer. The property around Little Earth has seen the loss of trees over the past five years due to disease. Having Cedar trees within the community is essential for cultural preservation, as well as the overall health of the land and residents. In Minneapolis, the Urban Heat Island Impact can be as much as 11 degrees different in parts of the city that do not have sufficient tree canopy cover and have excessive impervious spaces.¹²

Trees and vegetation lower surface and air temperatures by providing shade and through evapotranspiration. Shaded surfaces, for example, may be 20–45°F cooler than the peak temperatures of unshaded materials.^{13 14}

A 2015 Twin Cities Metropolitan Area Urban Tree Canopy Assessment¹⁵ and the subsequent [Minneapolis Urban Tree Canopy \(UTC\)](#) tool shows this area as a high need for tree canopy.

¹⁰ <https://www.health.state.mn.us/communities/environment/hazardous/docs/sites/hennepin/cmcoffsitesoils.pdf>

¹¹ <https://www.health.state.mn.us/communities/environment/hazardous/sites/southminneapolissoil.html>

¹² Hoffman JS, Shandas V, Pendleton N. The Effects of Historical Housing Policies on Resident Exposure to Intra-Urban Heat: A Study of 108 US Urban Areas. *Climate*. 2020; 8(1):12. <https://doi.org/10.3390/cli8010012>

¹³ Huang, J., H. Akbari, and H. Taha. 1990. The Wind-Shielding and Shading Effects of Trees on Residential Heating and Cooling Requirements. ASHRAE Winter Meeting, American Society of Heating, Refrigerating and Air-Conditioning Engineers. Atlanta, Georgia.

¹⁴ Kurn, D., S. Bretz, B. Huang, and H. Akbari. 1994. The Potential for Reducing Urban Air Temperatures and Energy Consumption through Vegetative Cooling (PDF) (31 pp, 1.76MB). ACEEE Summer Study on Energy Efficiency in Buildings, American Council for an Energy Efficient Economy. Pacific Grove, California.

¹⁵ Knight, Joe F; Rampi, Lian P; Host, Trevor K. (2017). 2015 Twin Cities Metropolitan Area Urban Tree Canopy Assessment. Retrieved from the Data Repository for the University of Minnesota, <http://doi.org/10.13020/D6C016>.

While a healthy tree canopy coverage is considered to be 40%, this tool shows the existing tree canopy (24%) to be well below that. The study also found that this area is missing out on an easy 22% of potential additional urban tree canopy (not including using existing impervious area, which will be considered through the future capital project as a result of this study).

In addition to the lacking tree canopy, the invasive Emerald Ash Borer (EAB) beetle threatens the survival of one in five community trees in Minnesota and many of the mature trees within the study area have had to be cut down. Without strategies to mitigate this loss of tree canopy, losing these trees will increase extreme heat in this community where a high proportion of the population rely on walking, biking and transit for daily transportation.

TREE COVERAGE



THE RELATIONSHIP BETWEEN URBAN HEAT & TREE COVER

The effects of urban heat:

Parking lots and buildings absorb and store heat, then release it back into the atmosphere as urban heat. This can increase air pollution and lead to dangerously high temperatures in metropolitan areas.

How tree cover can effect hot urban areas:

- Trees and vegetation are essential in urban areas because they cool the air. This is how tree cover might affect hot metropolitan areas. This process is called evapotranspiration.
- Tree shade provides a barrier to reduce heat absorption and creates cooler places for pedestrians to walk.

Benefits of urban forests:

- City trees cool cities by 2-4 degrees and reduce air pollution by filtering particle matter.
- Urban forests protect wildlife and promote biodiversity.
- Tree roots help support and manage stormwater drainage.

Other benefits for the community include:

- reduces stress
- supports social cohesion and community
- increases physical activity (by reducing rates of cardiac disease, stroke and asthma)



In addition to being a priority area for green infrastructure, this area is also at a risk of extreme heat due to impacts of UHI (urban heat island effect) with temperature ranging from 94.11 to 99.57-degree Fahrenheit according to the Extreme Heat Map Tool¹⁶, which explores impacts of UHI and its relationship to land use and tree canopy. Urban Heat Islands occur as a result of the built environment associated with cities (buildings, parking lots, roads, rooftops), which can trap solar radiation in the form of heat. In addition, waste heat from combustion engines and heating/cooling can also raise temperatures in urbanized areas.

GREEN ZONE DESIGNATION AND STORMWATER ORDINANCE



The study area is located within one of the two defined Minneapolis Green Zones, the [Southside Green Zone](#), which includes the greater Phillips community and makes this area of East Phillips neighborhood a high priority for green infrastructure, especially tree canopy and resilient vegetation. A Green Zone is a City-run place-based policy initiative aimed at improving health of low-income, Indigenous and communities of color, which are overburdened by environmental conditions such as traffic and other pollutants. Some of the goals of the Green Zones Initiative include:

- Improving air quality, livability and pollinator habitat through vegetation, clean energy and energy efficiency;
- Improving air and environmental quality in business and transport.

As part of a Green Zone, the study area segments are high priority for reducing impacts of traffic pollution and increasing greening, especially trees and green stormwater infrastructure, and reducing impervious area.

The City of Minneapolis recently updated its [Stormwater Ordinance](#) which went into effect in 2022. The Chapter 54 Stormwater Ordinance requires that projects that disturb over ½ acre of land incorporate stormwater management that meets the following requirements:

- Reduce stormwater volume by an amount equivalent to 0.55” over the newly reconstructed impervious area
- Provide water quality treatment to remove 70% of Total Suspended Solids (TSS) from the project runoff during a 1.25” storm event
- Meet or reduce the peak discharge from the project area as compared to the existing conditions.

If 18th Avenue S/Ogema PI/Stately St are reconstructed as part of the future capital project PV181, the disturbance will trigger the Chapter 54 Stormwater Ordinance and therefore the project will need to meet the volume retention, water quality and rate control requirements.

¹⁶ <https://cityoflakes.maps.arcgis.com/apps/OnePane/basicviewer/index.html?&extent=%7B%22xmin%22:-10397961.93217412,%22ymin%22:5601623.595289256,%22xmax%22:-10359858.07357401,%22ymax%22:5631051.851179009,%22spatialReference%22:%7B%22wkid%22:102100%7D%7D&appid=c41894bb3e03432bbcea3ef5a19760e>



3.0 DEMONSTRATION PROJECT

In Summer 2021, Public Works was awarded a National Association of City Transportation Officials (NACTO) [Streets for Pandemic Response & Recovery grant](#) to partner directly with the Little Earth Residents Association (LERA) and the Native Youth Arts Collective (NYAC). The goal was to test temporary demonstration elements, such as street art reflective of Indigenous culture, placemaking, interim changes to the street and engagement, to inform the development of the Transportation Study, with the outcomes of developing preferred concept layout for permanent changes that will be implemented as part of a future capital project.

As part of the demonstration project, Public Works hosted a Community Planting Event with LERA, the NYAC, and East Phillips residents on September 21, 2021 to plant 25 planters and transform 2,112 square feet of street space into a community gathering space on 18th Avenue S adjacent to Cedar Field Park.

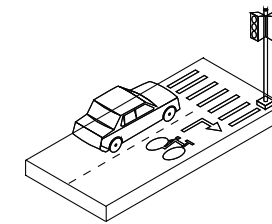
The NACTO grant also enabled the City’s Project Manager to co-work in shared office space at the Little Earth Residents Association directly at the project site fostering trust, understanding and a genuine connection with the Little Earth community. City staff worked in the LERA offices once weekly for 6 months, not only to be available for project-specific tasks, but to demonstrate the level of commitment from the City to work in true partnership with the community and be responsive to their requests. This approach established an open and on-going dialogue with the community and foundation to further connect the community with other resources within the City and other agencies and organizations.

OUTCOMES



2,112

square feet of street space transformed into community gathering space

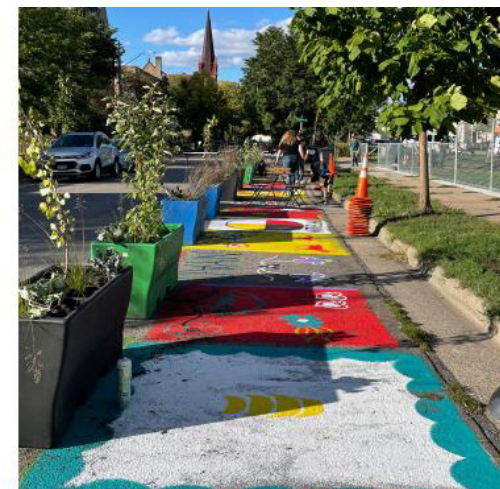
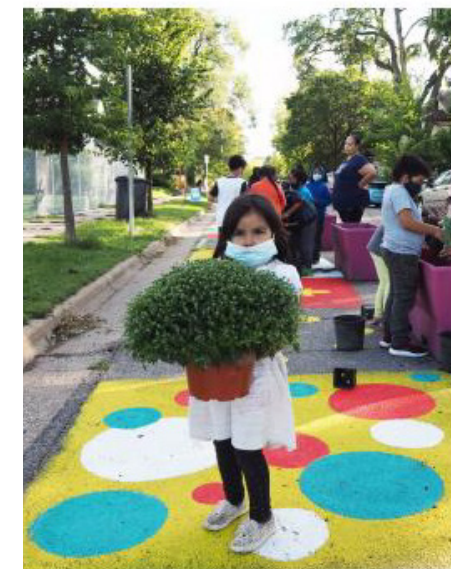


7%

decrease in 85th percentile speeds along the project streets within the City and other agencies and organizations

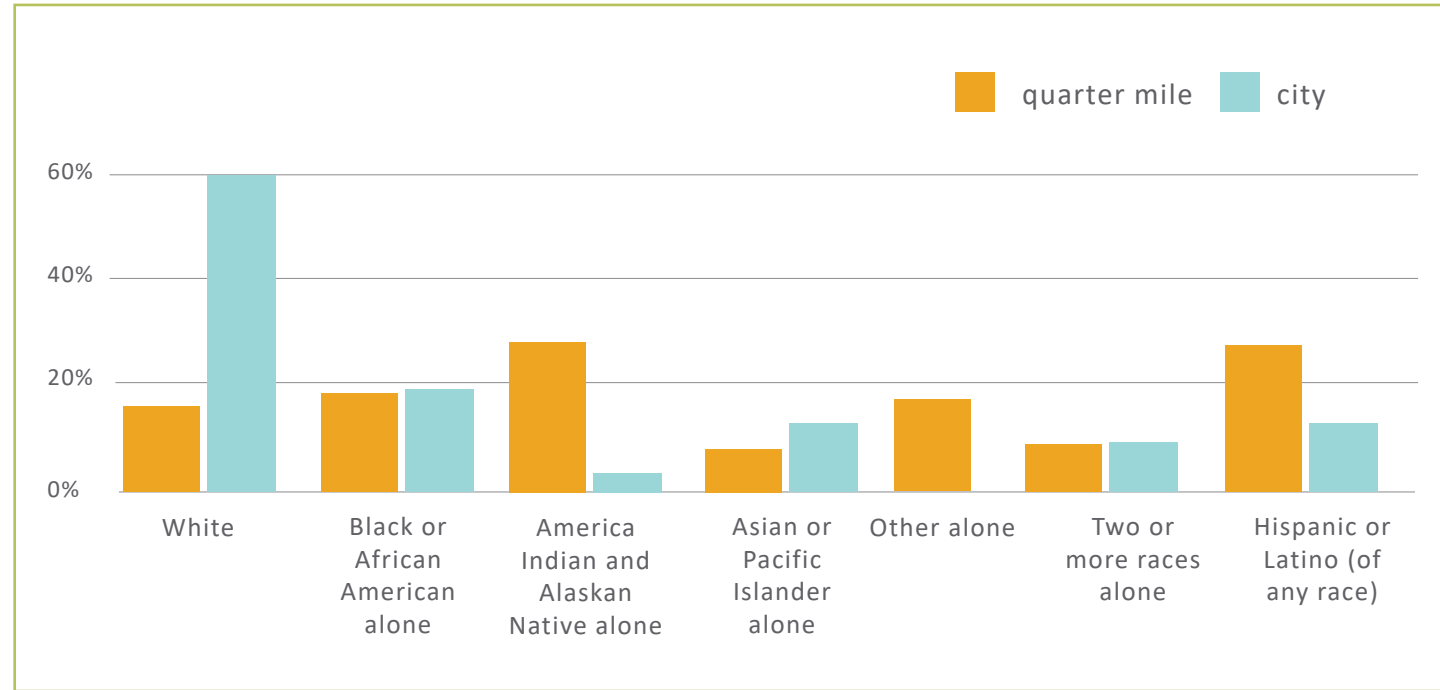
19%

decrease daily traffic on 3 neighborhood streets in 2021 compared to 2019 which could also be attributed to other factors such as decrease in travel overall due to the COVID-19 pandemic



COMMUNITY ENGAGEMENT PLAN

AUDIENCES AND APPROACH



The graph above shows the community composition within a quarter mile radius from the project area, which was used to tailor the engagement approach, prioritizing the voices of American Indian, Black and Hispanic community members.

The previous work and engagement around interim improvements led by the Ward 9 Council Office in partnership with Public Works staff set the foundation and enabled staff to hit the ground running on the engagement for this Study. Because this study was not restricted by the process typical of a capital project parameter and funding constraints, it allowed for an in-depth and reiterative process with the community via one-on-one discussions, community events, and a new approach to building partnerships by co-working directly out of the community space.

The engagement approach included conversations internal to the City enterprise to gather existing knowledge, resources and information, and external coordination with residents and stakeholders along the corridor(s).

Internally, staff met with the following departments to better understand the existing relationships and work being done within the Little Earth community:

- Ward 9 Council Office
- Public Health Department
- Office of Neighborhood & Community Relations (NCR)
- Office of Violence Prevention (formerly in MPD, now in NCR)
- Community Planning & Economic Development (CPED), including Public Arts

- Human Trafficking Prevention, City Coordinator’s Office
- Office of Sustainability

Externally, staff engaged with the following groups:

- Little Earth residents
- Native Youth Arts Collective
- Little Earth Women’s Group
- LERA – Little Earth Residents Association
- NELC Board – Neighborhood Early Learning Center located at 2438 18th Avenue S.
- LEM Board – Little Earth Management Board of Directors who serve as the managing agent for Little Earth Housing
- LEUTHC Board – Little Earth of United Tribes Housing Corporation who serves as the owner of Little Earth Housing
- East Phillips Neighborhood residents
- East Phillips Improvement Coalition (EPIC)
- Phillips West Neighborhood Organization
- Baby’s Space
- Southouthside Family Nurturing Center
- Mississippi Watershed Management Organization (MWMO)
- Minneapolis Park & Recreation Board (MPRB)
- Hennepin County
- Minneapolis Public Schools
- Safe Routes to School Work Group

KEY ENGAGEMENT THEMES



Through initial discussions with the community via one-on-one conversations and community events such as National Night Out in August of 2021, the following key themes were heard and grouped into the three categories of **Safety, Community Representation and Comfort**:

SAFETY

- Limiting non-resident traffic circulating in the area who are engaging in criminal activities
- Improving traffic safety
 - Slowing down speeding vehicles (particularly through speed bumps)
- Preventing wrong way driving on 18th Avenue S
- Improving perception of safety
 - More eyes on the street (specific to Ogema Place) where kids wait for the bus, parents don't feel safe having their kids wait for the bus without adult supervision
 - Human trafficking and youth exploitation
 - Gun crimes centralized around Little Earth – youth from Baby's Space no longer play at Cedar Field Park and are bused to other parks after school
- Improve safety in and around Cedar Field Park
- Improve crossing Cedar Avenue, which is a huge barrier in the community of Little Earth
- Limit the use of drugs and paraphernalia, which is often disposed of in the playground at Cedar Field Park and at Baby Space

COMMUNITY REPRESENTATION

- Need to keep the community together – cultural significance

COMFORT

- Enhance streetscape and air quality through greening and trees
- Enhance public realm
- Improve access for people walking and biking
 - The elders mostly raise the kids in the community and don't feel safe sending their kids alone to cross 18th Avenue S
- Improve lighting (specific to 18th Avenue S)

SUMMARY OF ENGAGEMENT EVENTS

Following initial engagement by Public Works in 2020 and early part of 2021, as well as the demonstration project implementation, the engagement for the Transportation Study officially began in the later part of 2021 with the first event on November 18.

On November 18, 2021, Public Works with support from Little Earth Residents Association and the City's consultant hosted a Community Workshop to gather feedback on community priorities. Presentation boards included existing background information on the study, results of initial outreach and demonstration project and boards focused on previously-identified themes of **Community Representation, Safety and Comfort**. The full engagement summary documents the details and comments received during the outdoor, in-person event held at Cedar Field Park.

- Community Workshop 1 Summary: <https://www.minneapolismn.gov/media/-www-content-assets/documents/Nov.18-Event-Summary.pdf>
- Existing Conditions Boards: <https://www.minneapolismn.gov/media/-www-content-assets/documents/Meeting-1-Boards-Final-Draft-111521.pdf>



Using the feedback collected in November 2021, the project team developed preferred concept layouts and cross-sections for the concept layout of the streets. On February 26, 2022, the project team hosted a second Community Workshop to share the proposed concepts with the community. The full engagement summary documents the details and comments received during the outdoor, in-person event, as well as the outcomes of an online survey which was available to those who could not attend the event.

- Community Workshop 2 Summary: <https://www.minneapolismn.gov/media/-www-content-assets/documents/Nov.18-Event-Summary.pdf>



COMMUNITY PARTNERSHIP

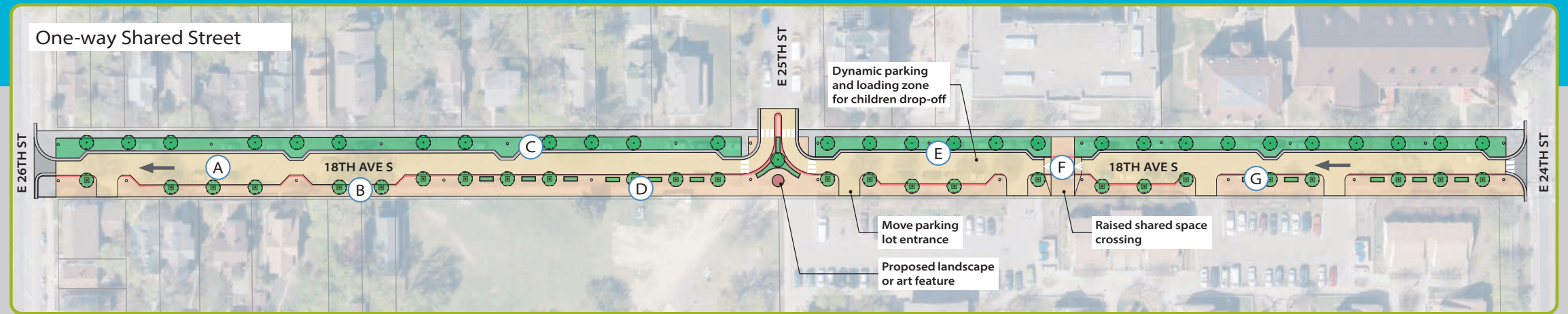
To develop trust and a genuine connection with the Little Earth community, the City Project Manager co-located out of the Little Earth Residents Association offices once weekly, not only to be available for project specific tasks, but to show a commitment from the City to work in true partnership with the community. This approach fostered an open dialogue with Little Earth and created a foundation to further connect the community with other city agencies and resources. This approach also allowed the City's Project Manager to connect with East Phillips residents living along the study area and additional city staff responsible for street maintenance who are located in the nearby Hiawatha maintenance facility. This unique approach to engagement is a model to foster trust between Public Works and communities who are underserved when seeking to address issues of transportation equity and other disparities within our City.

Overview and lessons learned from the community partnership were shared and presented by the City's Project Manager and Little Earth's Development Director at several local and national platforms including the Public Works Monthly Bite-Sized Topic to City staff, Association of Pedestrian & Bicycle Professionals (APBP) 2022 Conference held in the Twin Cities, and the Minnesota American Planning Association (APA MN) 2022 conference in Duluth, Minnesota.



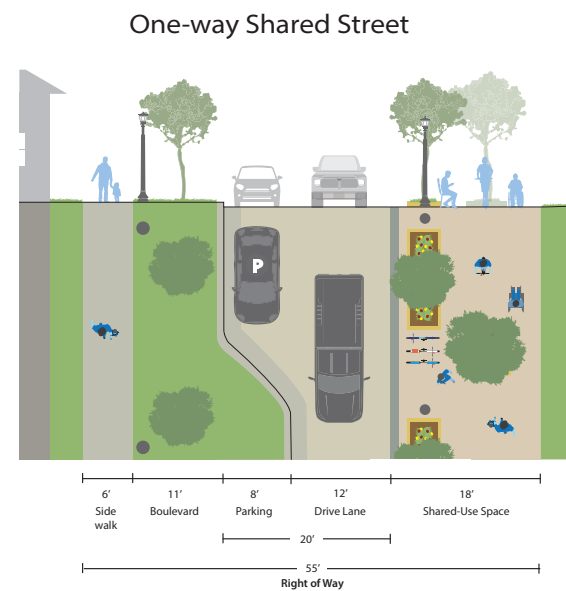
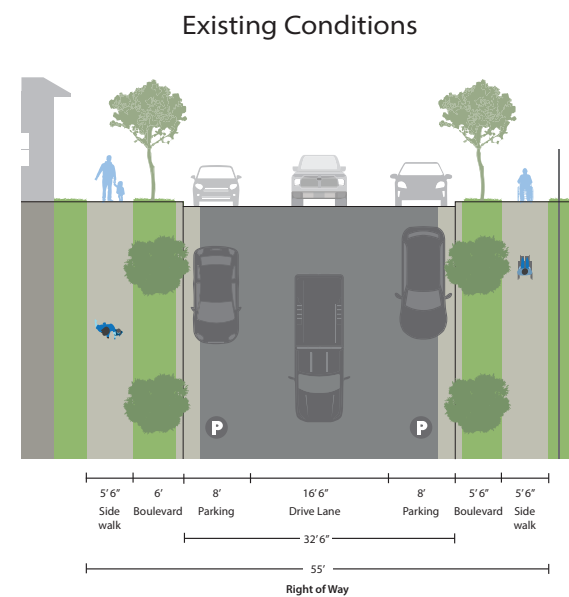
5.0 PREFERRED
CONCEPT LAYOUTS &
CONSIDERATIONS

Rethink 18th Avenue South (24th St to 26th St)



Preferred concept layouts are subject to change pending additional engagement associated with a future PV181 capital project.

PREFERRED CONCEPT LAYOUT



Key features include:

- One-way shared street with colored pavement
- Narrow street from 32 feet to 20 feet
- More shared space for pedestrians
- Increase landscaping and amenities
- Curb extensions to slow traffic
- Raised crosswalk to slow traffic
- Improved pedestrian-level lighting

STREET AMENITIES + FEATURES



Unique paving opportunity



Shared street



Rain garden + tree trench



Planters + landscaping



Curb extension with parking

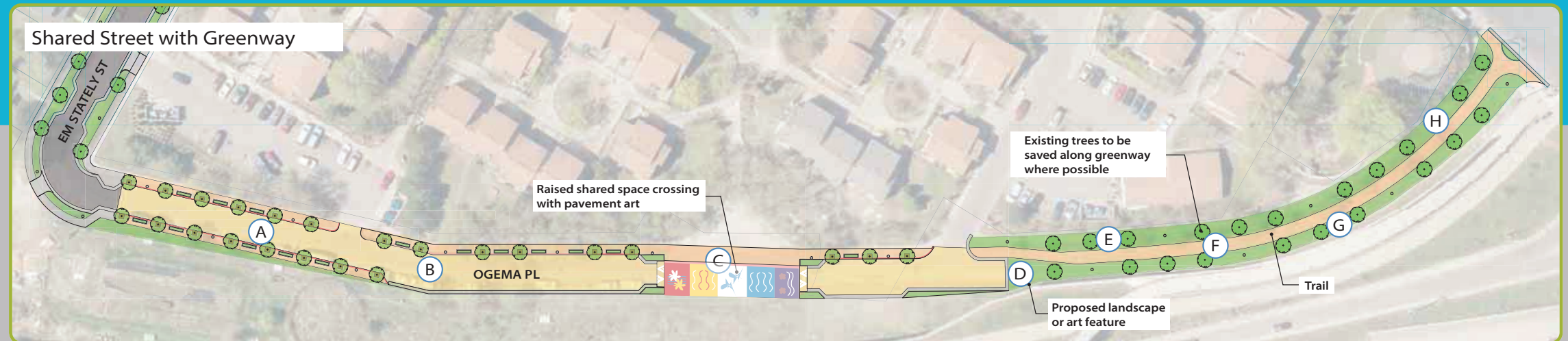


Raised crossing

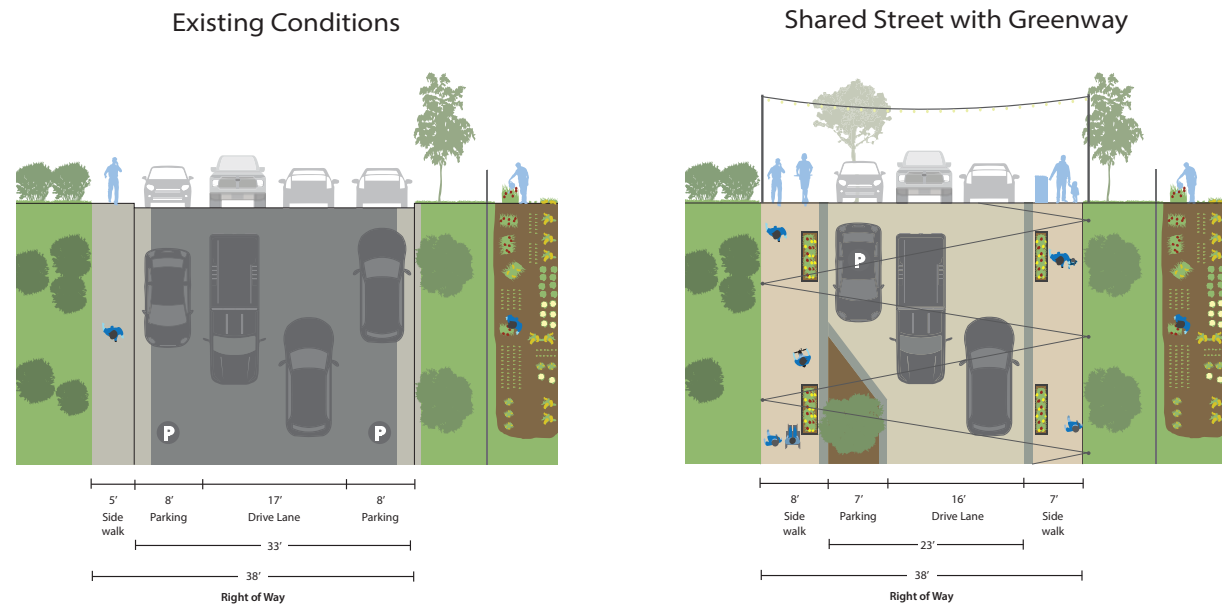


Pedestrian lighting

Rethink Ogema Place

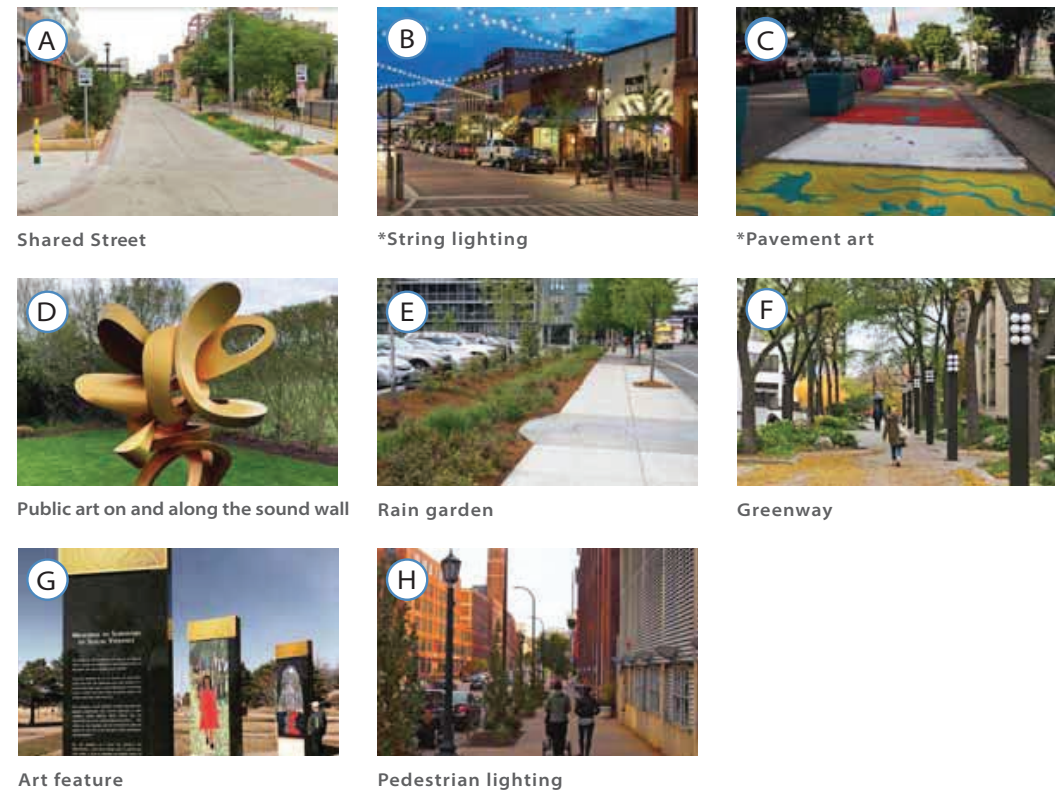


PREFERRED CONCEPT LAYOUT



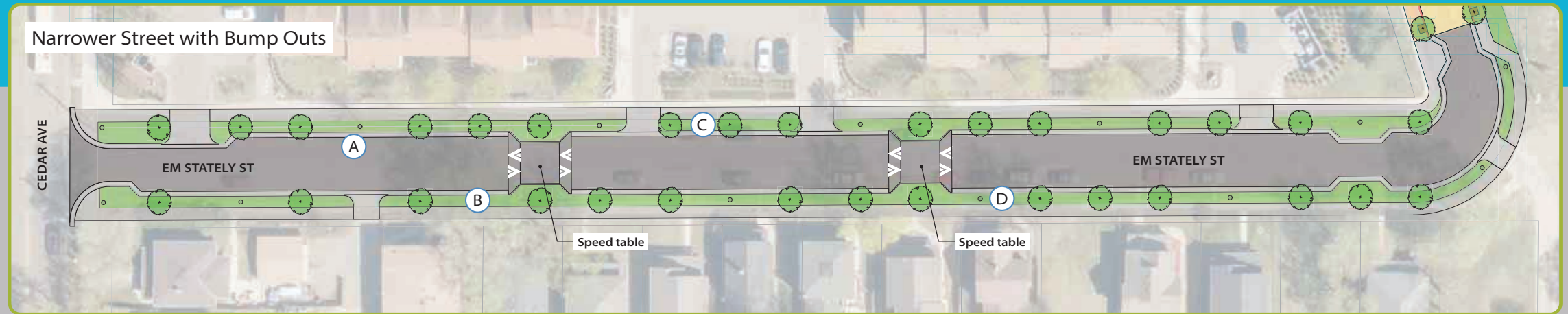
- Key features include:**
- Shared street with colored pavement
 - More shared space for pedestrians
 - Increase landscaping and amenities
 - Narrow street from 33 feet to 30 feet
 - Wider sidewalks
 - Raised plaza space
 - Curb extensions to slow traffic
 - Raised crosswalk and speed table to slow traffic
 - Close northern portion of road, convert to greenway
 - Improved pedestrian-level lighting

STREET AMENITIES + FEATURES

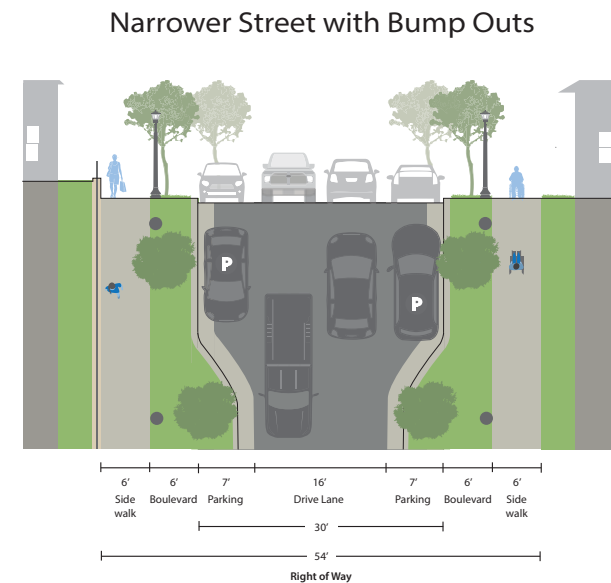
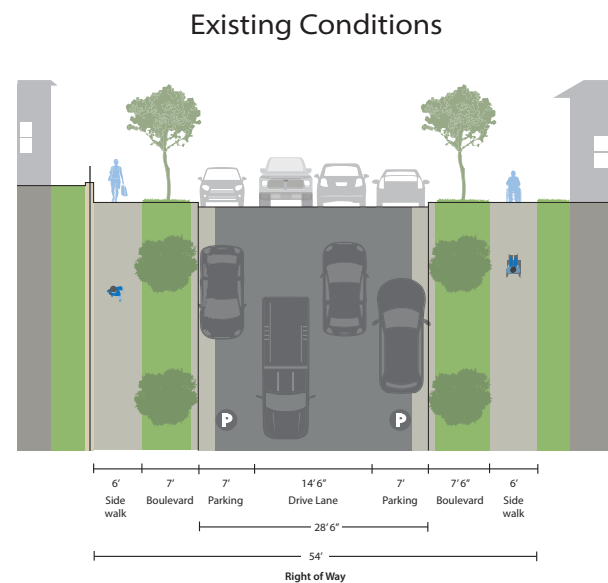


*Features such as string lights and pavement art would need to be further evaluated with the City and would require local responsibility and maintenance.

Rethink EM Stately Street



PREFERRED CONCEPT LAYOUT



Key features include:

- Two-way traffic with parking on both sides (same as today)
- Increase greenspace
- Curb extensions to slow traffic
- Improved pedestrian-level lighting

STREET AMENITIES + FEATURES



Curb extension with parking



Enhanced landscaping



Pedestrian lighting



Rain garden

CONCEPT LAYOUT CONSIDERATIONS

SHARED STREETS

The preferred concepts for both 18th Avenue S and Ogema Place call for a Shared Street. Many low-volume residential streets have the potential to be redesigned and enhanced as shared streets to meet the functions of public spaces or shared plazas for adjacent residents.

Minneapolis has several shared streets examples of these non-traditional streets; detailed in the [Shared Street Study](#), chapter 2.5.

Since there are several institutions geared towards childcare along the street, as well as a park, one aspect heard during engagement was the desire to alert people coming into the area that this is a street where children play. In fact, this desire is where the concept of shared streets originated from in Europe to create a place for play. Shared streets often feature non-standard materials and treatments, which may require more care in installation and special upkeep.

GREEN INFRASTRUCTURE

Because the future capital project will trigger the [Chapter 54 Stormwater Ordinance](#), it will need to meet the volume retention, water quality, and rate control requirements. The preferred concept layout proposed within this study provide sufficient space to meet the requirements with surface and vegetated facilities. The water quality requirement has so far been the most difficult to meet on projects within the City. Several options for treating water quality in the proposed concepts include:

- Planters with infiltration bioretention facilities – which should achieve the aesthetics and protection offered by the planters, add an opportunity to incorporate art, and allow the project to meet the stormwater requirements.
- Permeable pavement, which will require additional maintenance considerations and a feasibility study.
- The entire base below the sidewalk could be permeable, allowing for permeable pavement, trees, native plantings, and other elements seamlessly on the top, and robust stormwater management below ground. This would be introduced in the design stage of the project.
- Adjusting the final grade of the road during construction. With existing conditions on 18th Avenue S, if the crown remains, most of the roadway runoff would flow towards the park, creating the inability to use the green boulevard to the west to treat the roadway runoff. While this is not a major concern, another consideration is draining some or more of the roadway to the west and using that space for Green Stormwater Infrastructure (GSI), which would reduce the stress on the shared-use space to the east adjacent to the park to also act as the main GSI features.

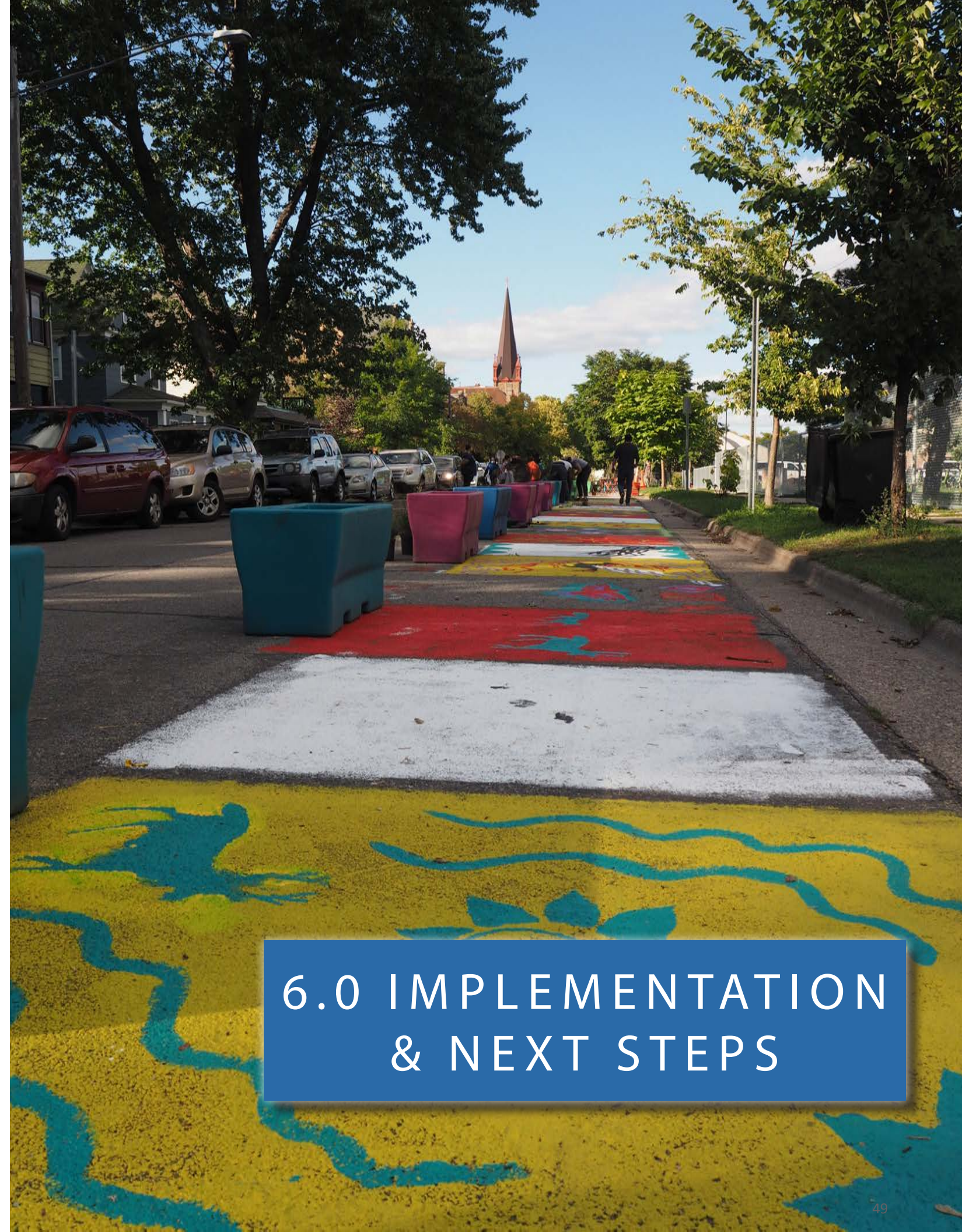
The following Green Infrastructure best practices should be taken into consideration during final design:

- The opportunity to incorporate unique/artistic/community artwork/character with the planters.
- The planters should do the following: block traffic/help delineate between road and pedestrian space, provide green space, and if possible, provide stormwater management to comply with the Stormwater Ordinance.
- The GSI facility should act as a barrier between the vehicle and pedestrian space.
- Create GSI features that do not produce falling/tripping hazards for people walking .
- The main goal for stormwater/ordinance is to collect and treat as much water as possible.
- The images below show the range of materials and designs and highlight the range of ways green infrastructure can be implemented and the opportunities to vary based on community feedback and artistic input.



LIGHTING

String lights (lights hanging above street) proposed on Ogema Place are not a standard practice but provide benefits to promoting safety and adding vibrancy to the area and the street. If implemented, details around maintenance would have to be addressed, as well as funding to cover this unconventional type of treatment.



6.0 IMPLEMENTATION & NEXT STEPS

COST ESTIMATES

Planning-level construction cost estimates were prepared in June 2022 to help assess the funding need. The estimated costs for a full reconstruction of 18th Avenue S, EM Stately Street and Ogema Place is approximately \$3-5 Million, and includes elements such as colored/stamped concrete, lighting and stormwater Best Management Practices.

FUNDING

Following the completion of the Transportation Study, Public Works will partner with Little Earth to identify additional funding opportunities while continuing to prioritize 18th Avenue S, E.M. Stately Street and Ogema Place as a project in the City's Capital Improvement Program.

1. [City of Minneapolis 2023 – 2028 Capital Budget](#) – PV181 – The reconstruction of 18th Avenue S, E.M. Stately St, Ogema Place has been proposed as a project in the 2023-2028 Capital Budget Request for 2028 in the amount of \$6,850,000. Capital projects are funded through a combination of net debt bonds, assessments, and other sources.
2. [Metropolitan Council Regional Solicitation](#) – The Regional Solicitation is one way the Metropolitan Council prioritizes and invests in roads, bridges, and transit, as well as biking and walking needs. The Regional Solicitation happens once every two years and awards about \$180 million in federal funds across the entire seven-county metropolitan area. The application category most aligned with the proposed concepts within this study would be the Pedestrian Facilities.
3. [USDOT Discretionary Grants](#) – Many new programs and grants exist through the USDOT. The City of Minneapolis will continue to evaluate grants that come out through the federal process including through the Inflation Reduction Acts and grants focused on Native American or for a consortium of Indian Tribes and populations.
4. [Mississippi Watershed Management Organization \(MWMO\) Capital Project Grant](#) – Capital Project Grants are designed to support final engineering and construction of large-scale, innovative projects that protect or improve water quality and habitat within the MWMO watershed.
5. State Bonding through the Minnesota Legislature.
6. [Art in Public Places](#) – The City of Minneapolis Art in Public Places program enriches the lives of citizens and visitors by integrating public art into city planning, services, design and infrastructure through an annual allocation from the City's capital budget. Proposals for new public art sites are selected annually from projects in the Capital Improvement Programs for the Minneapolis Park and Recreation Board (MPRB), Public Works, the Municipal Building Commission and Property Services.

PROJECT AND PARTNER COORDINATION

In addition to the development process of this Transportation Study, there are a number of capital projects and initiatives both in process and soon to begin in the East Phillips neighborhood. As this moves forward as a capital project, Minneapolis Public Works will continue to partner with other public agencies and organizations to inform, influence and implement shared and complementary project goals.

A list of upcoming capital projects and initiatives includes:

- [East Phillips Park \(2023/2025\) | Minneapolis Park & Recreation Board](#)
 - Master Plan effort which is set to begin in 2023 with community engagement and concept design looking at all neighborhood greenspace and park. The plan will guide the type of park improvements will be designed as part of the 2025 capital project.
- [Philips Traffic Safety Improvements \(2024\) | City of Minneapolis Public Works](#)
 - The City of Minneapolis will improve traffic safety along several High Injury Streets (Chicago Avenue, 24th Street, 26th Street, and 28th Street) in the Phillips neighborhood. The project will focus on reducing vehicle speeding, improving comfort and safety for people walking and biking, and reduce car crashes involving all modes on these streets.
- [Cedar Field Park \(2025\) | Minneapolis Park & Recreation Board](#)
 - Cedar Field Park serves as the primary public park for the Little Earth Community. The planned park improvements are listed in the 2016 MPRB S Service Area Master Plan. Activating the space between Cedar Field Park and 18th Avenue S. will be better defined with upcoming park improvements as part of larger MPRB park improvements plans, which the city will remain involved in.
- [Cedar Avenue Reconstruction \(2026\) | Hennepin County](#)
 - Hennepin County will reconstruct Cedar Avenue (CSAH 152) from 24th St to Lake Street in 2026. The project objectives are to improve the accessibility, comfort, and safety for all modes. The project will include roadway improvements, safety improvements, pedestrian improvements and streetscaping elements.
- [26th Street & Hiawatha \(2026\) | City of Minneapolis Public Works](#)
 - The project was awarded federal funding through Regional Solicitation for construction in 2026. Anticipated start date for preliminary design and engagement is in 2024. The project will include intersection improvements for people walking, biking and driving.
- [18th Avenue/Ogema Place/EM Stately Reconstruction \(2028\) | City of Minneapolis Public Works](#)
 - The proposed project will reconfigure approximately 0.24 miles of 18th Avenue S between E 24th and E 26th Streets and 0.36 miles of Ogema Place and E.M. Stately Street between Cedar Avenue. This project will build upon community visioning and engagement that was started in 2021 including this Transportation Study. The project will improve traffic safety for people walking, rolling, biking, and driving and will explore green stormwater infrastructure.

- Water Quality Planning Study (TBD) | Mississippi Watershed Management Organization & City of Minneapolis Surface Water & Sewer
 - The study will look at the entire area of East Phillips, consider the scope of projects listed above and develop the most meaningful stormwater plan to address flooding, water quality, add green infrastructure, and meet stormwater requirements. The study could include a district/regional stormwater treatment that reduces the cost to all projects involved and maximizes all the benefits in the area to undo previous environmental impacts.
- [Innovation Hub \(TBD\) | Little Earth](#)
 - Little Earth’s vision is to build an on-site Innovation Lab, which will provide food storage, food processing, grow capacity, and spaces for R&D and Education. In addition, this space would help Little Earth to serve as leader in hub-based fresh urban “farm to fork” scalable global models and become the leader in the movement to revitalize Indigenous culinary practices.

BUILDING EFFECTIVE PARTNERSHIPS AROUND FUTURE PROJECT IMPLEMENTATION

In addition to continuing to equitably engage with the community on the proposed 18th Avenue S/Ogema PI/EM Stately St reconstruction project, it will be important to identify opportunities to contract services from the neighborhood through various stages of the project, from pre-design services through construction.

Across all divisions of Minneapolis Public Works there has been a concerted effort to implement initiatives to diversify the City’s engagement with under-represented and over-burdened communities. We recognize that our current methods of outreach do not reach all affected by transportation issues and do not always engage these communities most affected by environmental and transportation injustice.

The goal is to be able to share in that knowledge and empower community members through thoughtful engagement that is representative of those who live in the area and to be part of the decision-making process.

[The City-led Sside Green Zone Work Plan \(SSGZ\)](#) identifies action items that could and should inform future efforts for the capital project development:

- Invest in Green Job Training and Certification of SSGZ residents as part of the mitigation efforts
 - This would ensure that residents on the frontlines of climate change and legacy pollution in Minneapolis, are part of the new green economy of the city. This includes not only entry-level maintenance jobs, but also long-term career paths for technical and other green industry jobs. The city should support local and regional Indigenous, Black and People of Color owned businesses to conduct these trainings and invest in technical assistance for locally owned green business development in the SSGZ.
- Support SSGZ locally owned Businesses in City Procurement.
 - Enhance inclusive procurement policies (from local businesses) by the City; encourage employers and program implementers to do the same. This is a SSGZ focused/subset of the City’s Strategic and Racial Equity Action plan goal #2, "increase percent of and spend with racially and ethnically diverse for-profit suppliers across depts."

APPENDIX

18th Ave S & Little Earth Transportation Study
Figure 1 - 18th Avenue Entering Trips



18th Ave S & Little Earth Transportation Study
Figure 2 - 18th Avenue Exiting Trips

