

Johnson St NE Reconstruction Project Summary

Welcome!

In 2021, the Minneapolis Public Works Department plans to reconstruct a 0.5-mile segment of Johnson St NE. We are here today to formally introduce the project and gather your ideas on how we can best improve this corridor.

Project Goals

- Improve pedestrian access & safety
- Improve bicycle connectivity
- Accomodate business deliveries and customer access
- Coordinate project with agency partner plans and project (Metro Transit, MnDOT, Hennepin County, Minneapolis Park Recreation Board)

Estimated Budget

\$3.9 million

Funding Sources

Net debt bonds, special assessments, and municipal state aid

Project Extents

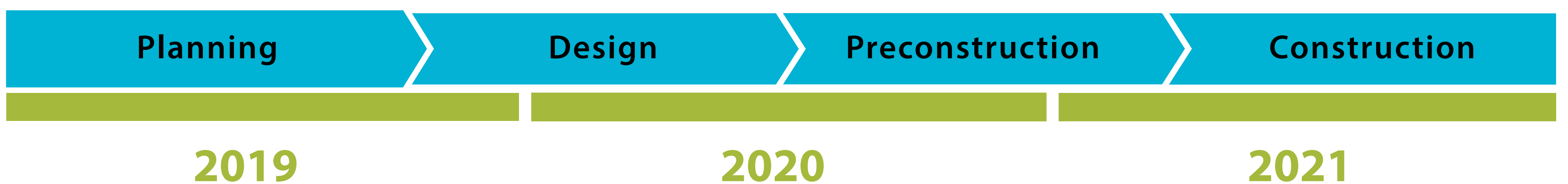
The reconstruction will occur on Johnson St NE from 18th Ave NE – Lowry Ave NE.



Purpose of this Open House

- Inform you about the project scope and schedule
- Seek your ideas on the future of the corridor
- Let you know how you can stay engaged with this project

Project Schedule

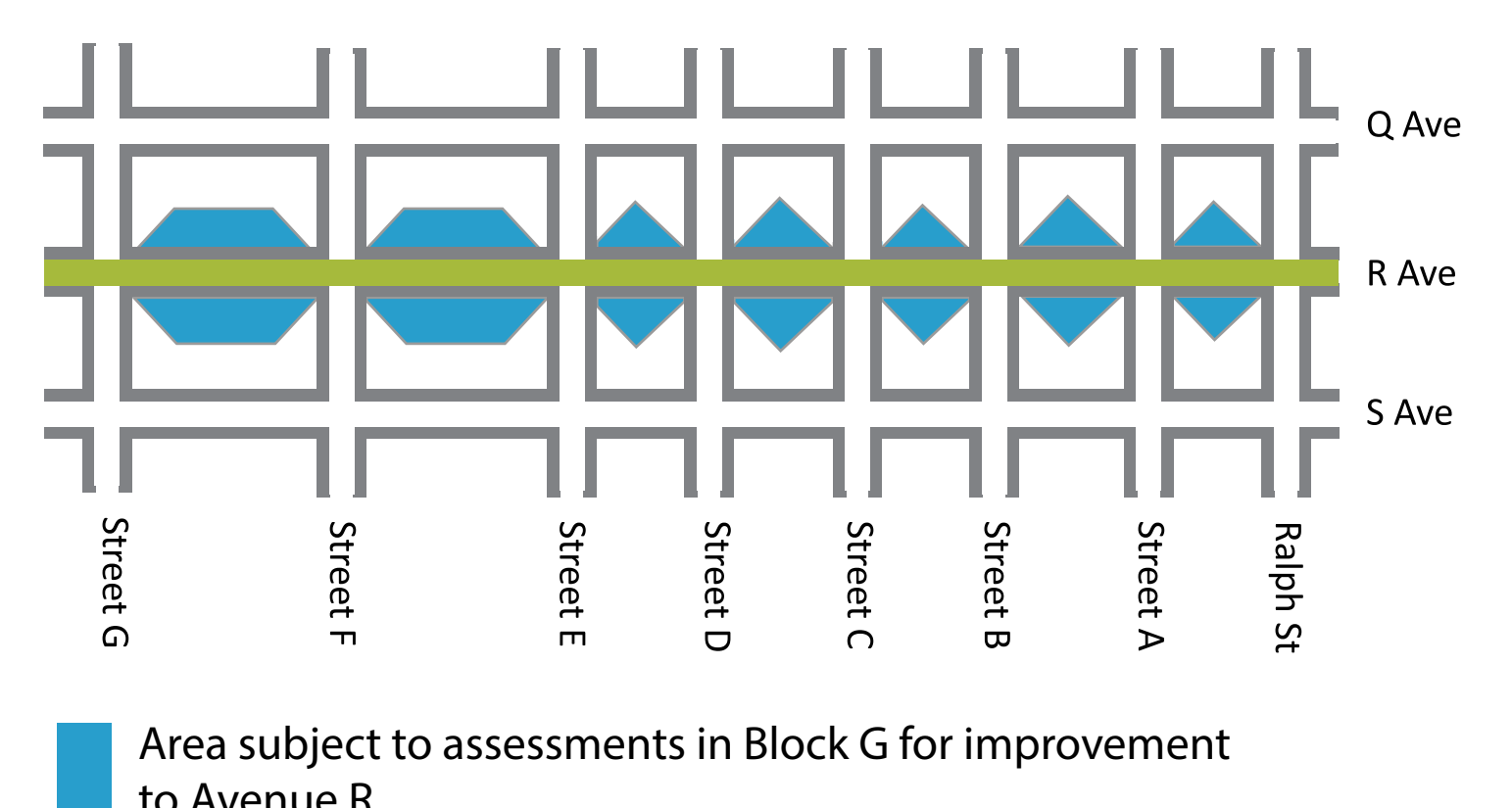


Special Assessments

Property owners will be assessed for this residential street reconstruction project. The 2018 rate for residential construction assessments is \$.87 per square foot within the area of influence.

Additional details about the assessment for this project will occur once the project is further designed and include a public hearing through the Transportation and Public Works Committee of the Minneapolis City Council.

Sample Project Assessment Map



Johnson St NE Reconstruction Project Purpose

Why are we doing this project?

The roadway pavement and sidewalks on Johnson Street are aging and in need of major repair. Routine maintenance is no longer cost effective.



What is a Reconstruction project?

Includes moving the curb lines of the roadway and involves the entire right-of-way:

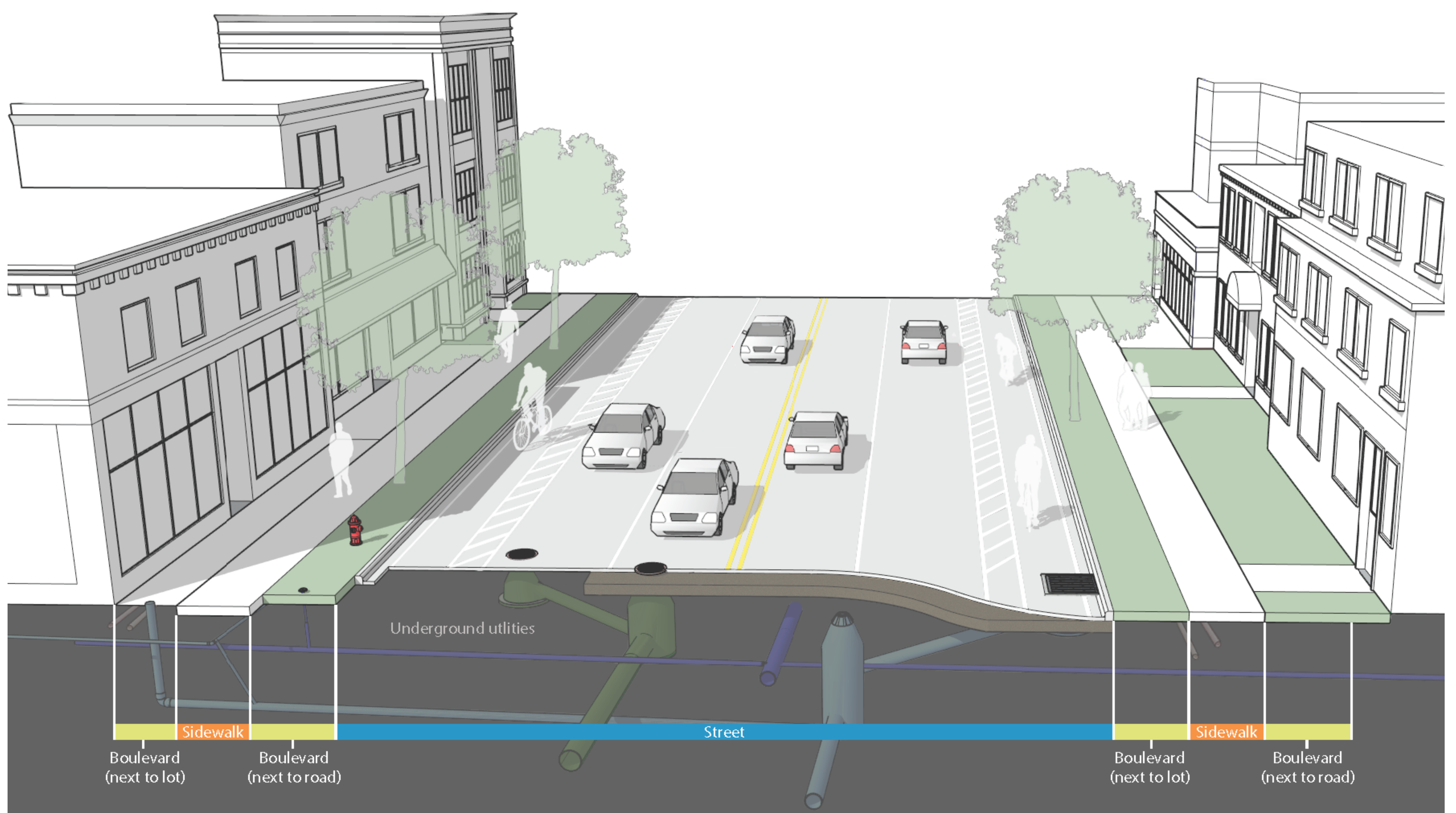
New signage and pavement markings as needed

New sidewalks and ADA pedestrian ramps

Consideration of bicycle accommodations

Pavement, curb and gutter

Utility improvements

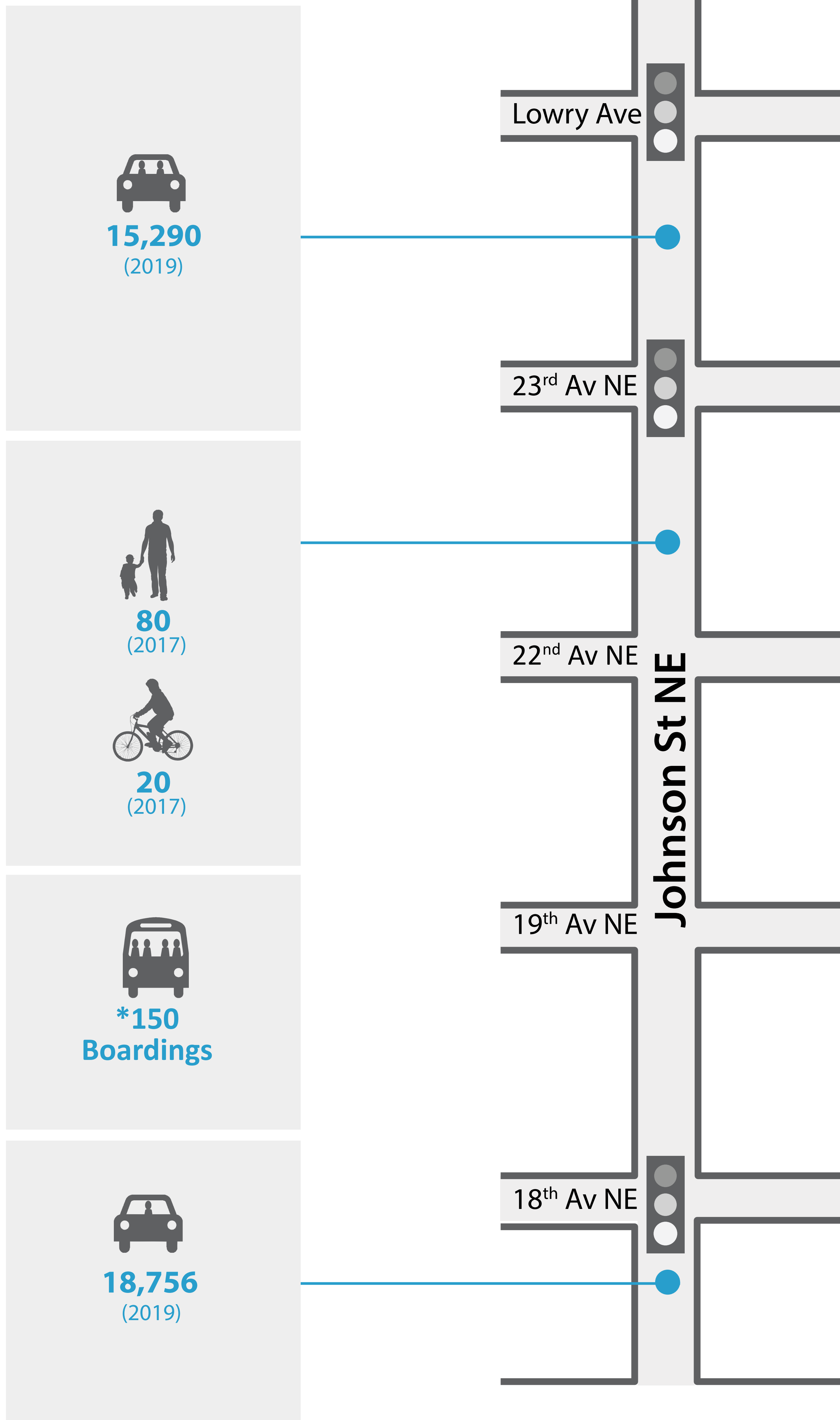


Johnson St NE Reconstruction

Corridor Context

Johnson St NE experiences a high level of average daily traffic (ADT) but provides limited facilities for the safe and accessible movement of people walking and biking. The corridor also features a mix of residential and commercial land uses. This street reconstruction seeks to improve access and safety for all transportation users especially the most vulnerable, in accordance with the City's Complete Streets Policy.

People per day



*Average Weekday boardings for Metro Transit

Vehicular Travel Speeds



On average, 30% of people are driving 30+ miles per hour

Reported Crashes

Reported crashes by travel mode on Johnson St NE between 18th Ave NE & Lowry Ave NE (2012-2015).

	Reported crashes	% Crashes with injuries
Pedestrian	4	100%
Bicycle	0	NA
Car	108	19%
Total Crashes	112	22%

Source: [Minneapolis Traffic Crash Location System](#)

Truck Traffic



On average, trucks make up 4.6% of traffic, with 10.2% closer to Lowry

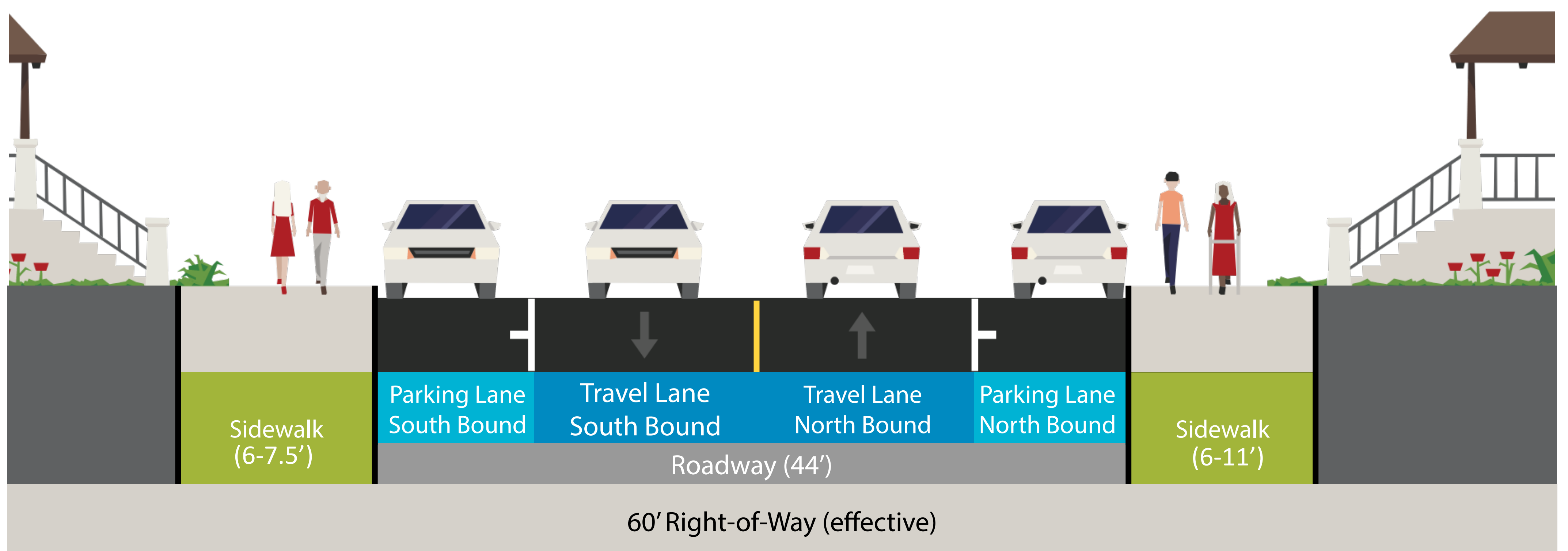
Johnson St NE Reconstruction

Existing conditions

Along Johnson St NE from 18th Ave NE to Lowry Ave NE, the public right-of-way (the total space available) is approximately 58 to 66 feet wide. The roadway is 44 feet wide. The width of the corridor is constrained, with a majority of the space allocated for vehicle traffic and on-street parking.



Typical Existing Cross Section

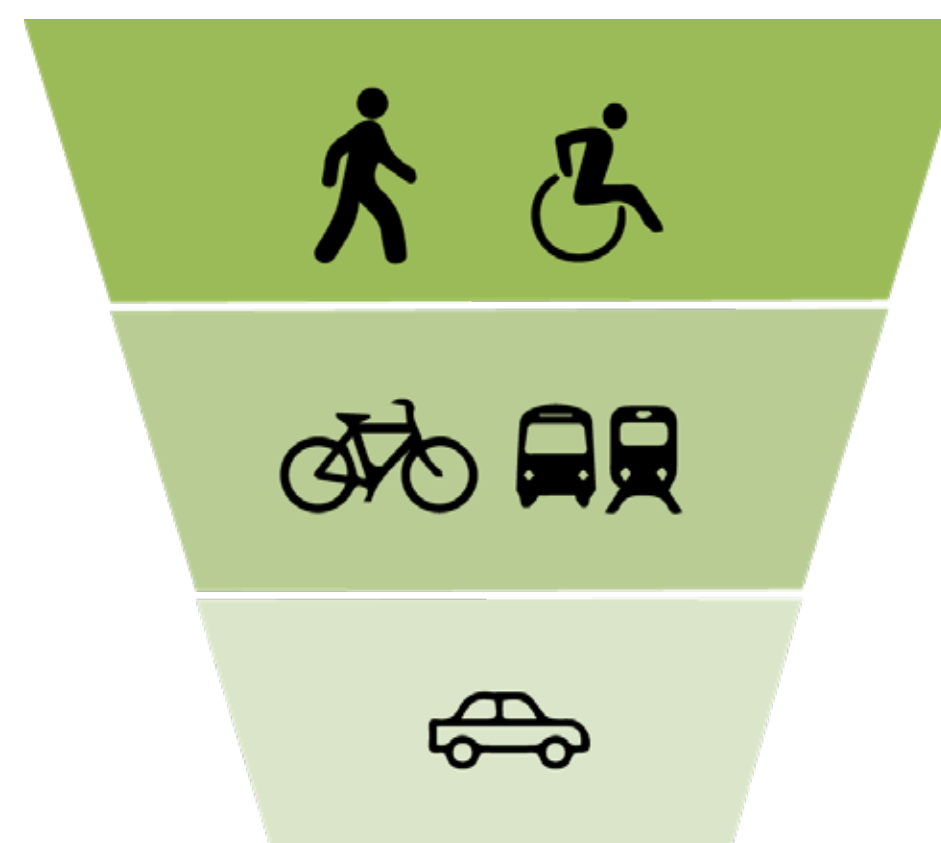


Johnson St NE Reconstruction Planning Guidance

VISION ZERO MINNEAPOLIS

2017 Vision Zero Policy

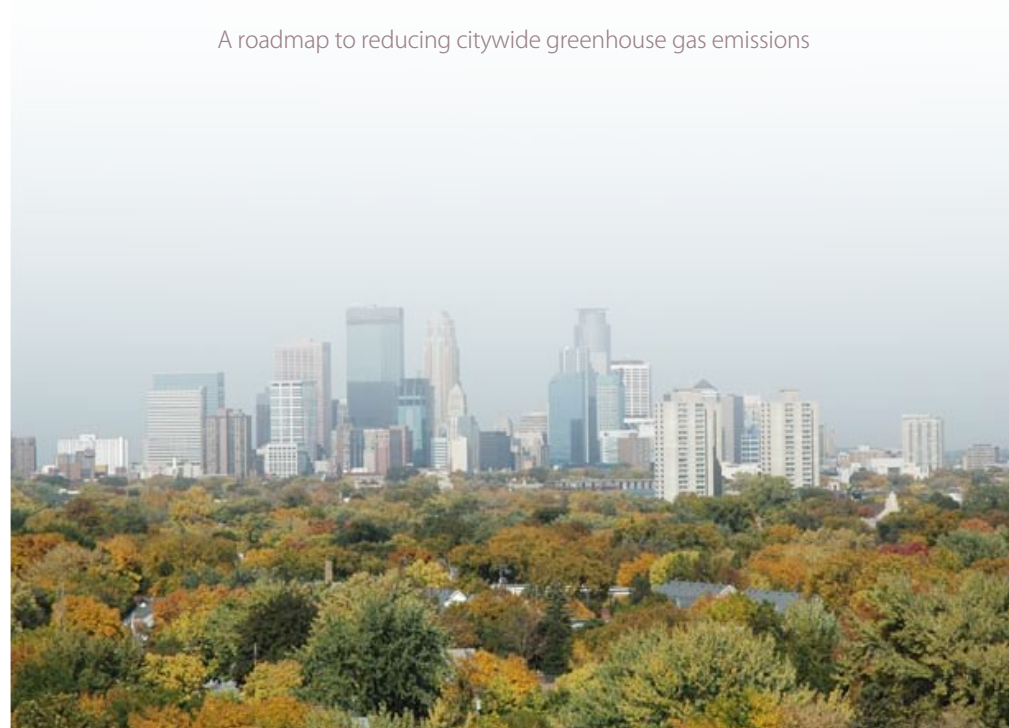
Policy aims to eliminate traffic deaths and injuries by 2027.



2016 Complete Streets Policy

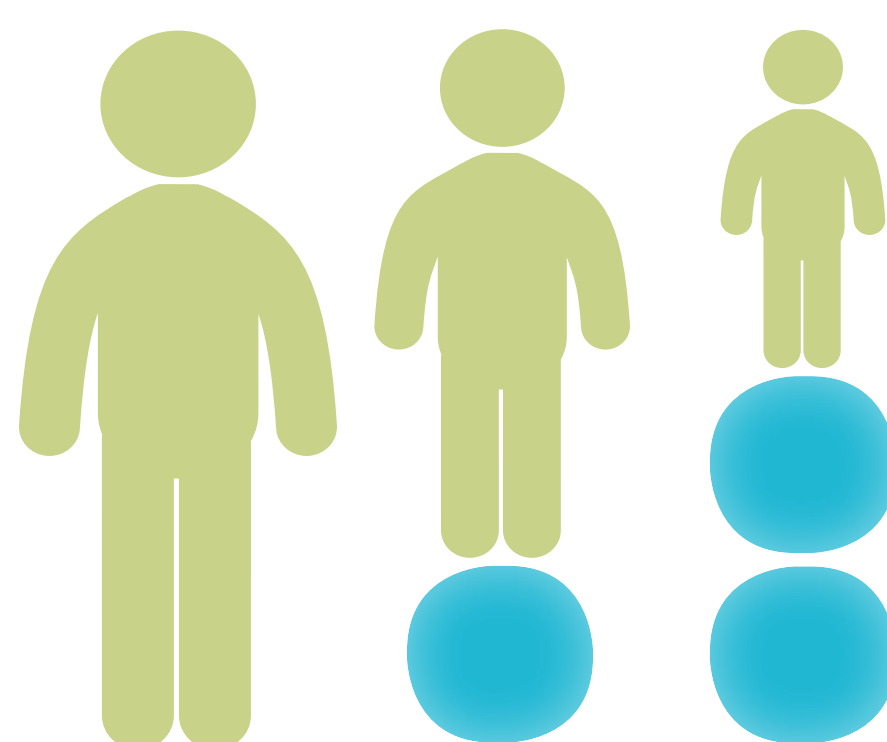
Policy establishes a modal priority framework that prioritizes right-of-way uses.

Climate Action Plan



2013 Minneapolis Climate Action Plan

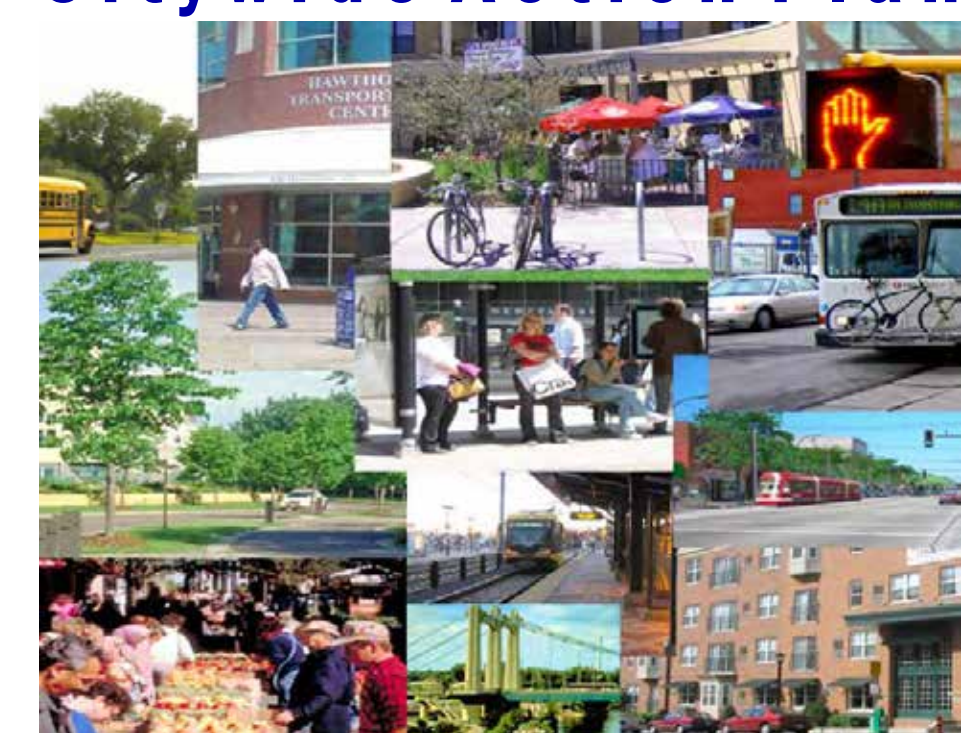
Recommends supporting walkable and bike-able neighborhoods.



2018 20 Year Streets Funding Plan

The 20 Year Street Funding Plan details the approach, criteria, and methodology developed to prioritize street projects in the City's Capital Improvement Program (CIP). Hennepin Avenue is proposed to be programmed in the City's Capital Improvement Program for reconstruction in 2023.

Citywide Action Plan



ACCESS MINNEAPOLIS Ten-Year Transportation Action Plan

Access Minneapolis (2009)

Transportation Action Plan

The city of Minneapolis is currently updating its Transportation Plan. The updated plan will cover several transportation topics.



Advanced
Mobility



Pedestrians



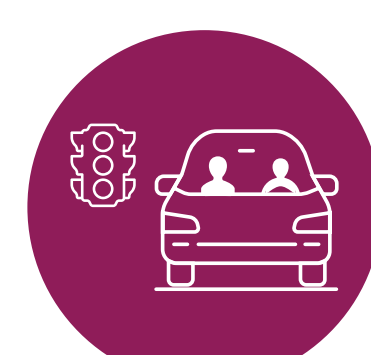
Bicycle



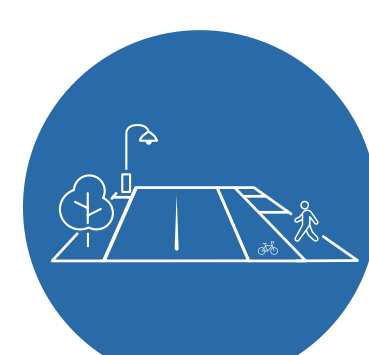
Transit



Freight

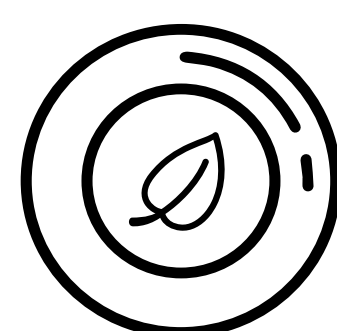


Street
Operations

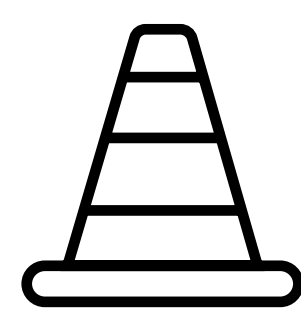


Street
Design

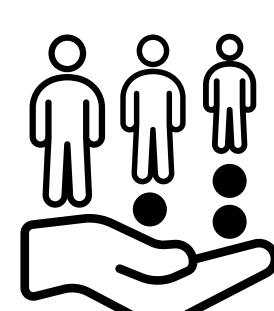
The plan will be guided by six goals to implement the transportation related policies set in Minneapolis 2040. These six goals will guide transportation decisions for the next 10 years.



Sustainability



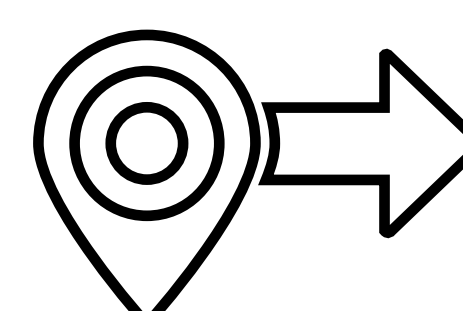
Safety



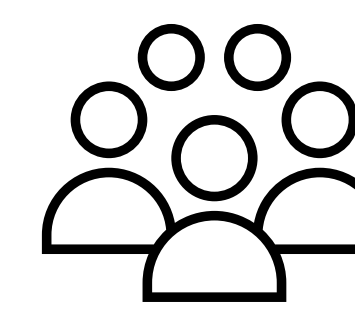
Equity



Prosperity



Mobility



Active
Partnerships

Check out the plan website at : go.minneapolismn.gov

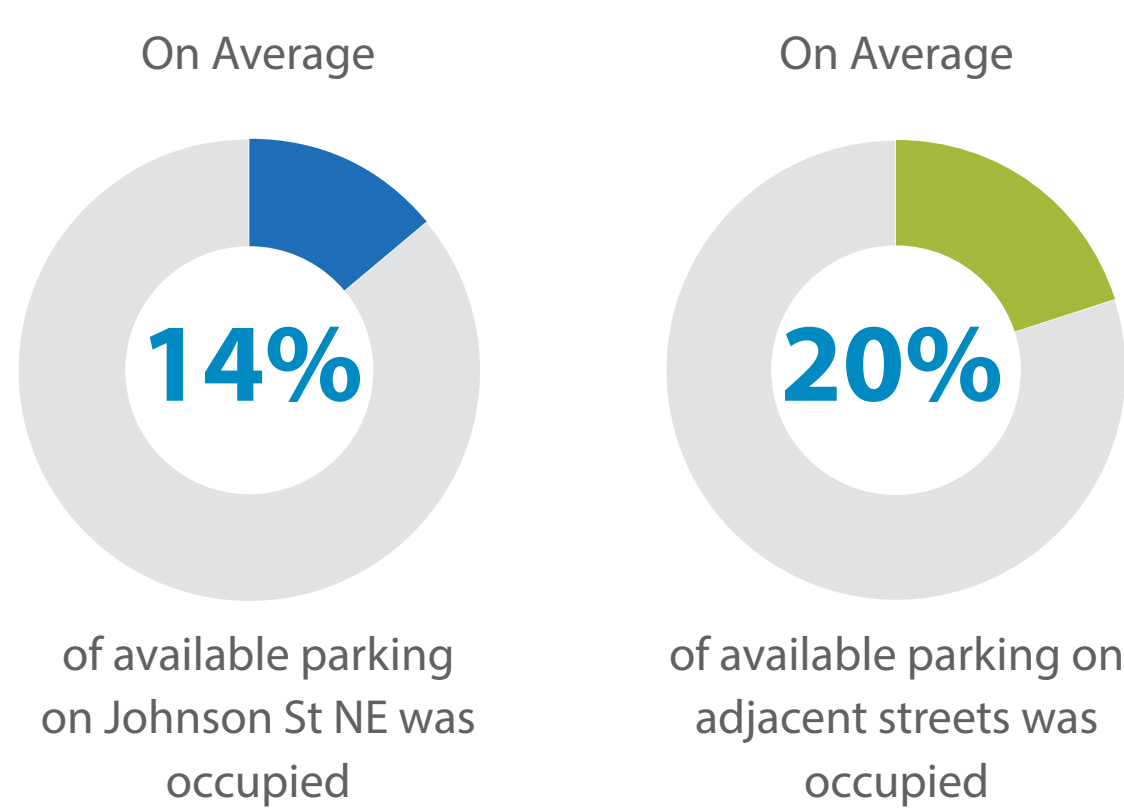
Johnson St NE Reconstruction Curbside Uses

Parking

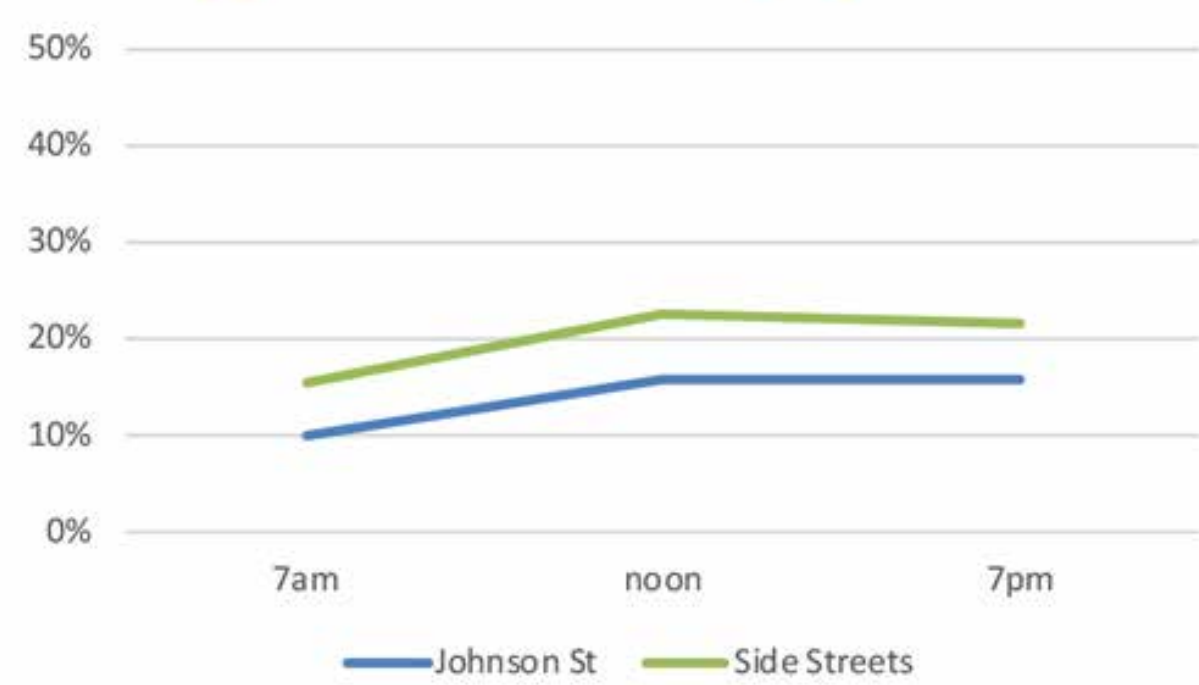
On-street unrestricted parking occupies most of the curbside space along Johnson St NE and its adjacent side streets. Off-street parking exists at many locations along the corridor for residential and commercial uses and includes commercial parking lots and private driveways.

Existing parking ability and usage

In April 2019, a parking study was performed:



Average Percent of Parking Spaces in Use



The graph above illustrates the average of weekday and weekend on-street parking usage counts collected in this study.

The highest utilization of available parking was between 22nd Ave and 23rd Ave on Johnson St and on the adjacent side streets, however only one block had more than half of the available spots occupied on average.

How do we count?

One on-street parking spot = 20 feet

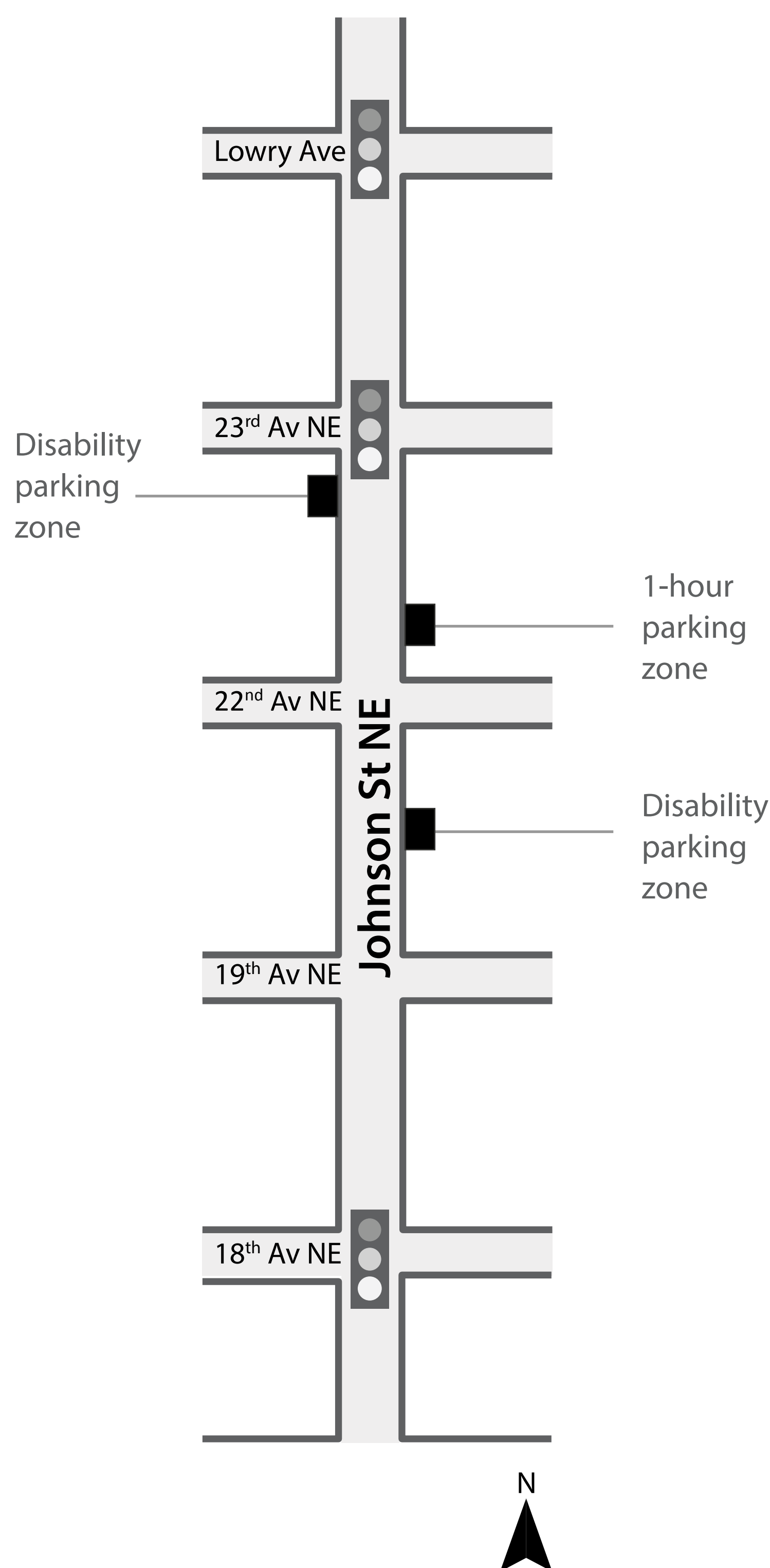


No parking within 20 feet of uncontrolled intersections

No parking within 30 feet of stop-sign or traffic light controlled intersections



Parking Study



Johnson St NE Reconstruction Constrained corridor



Bicycle and Transit

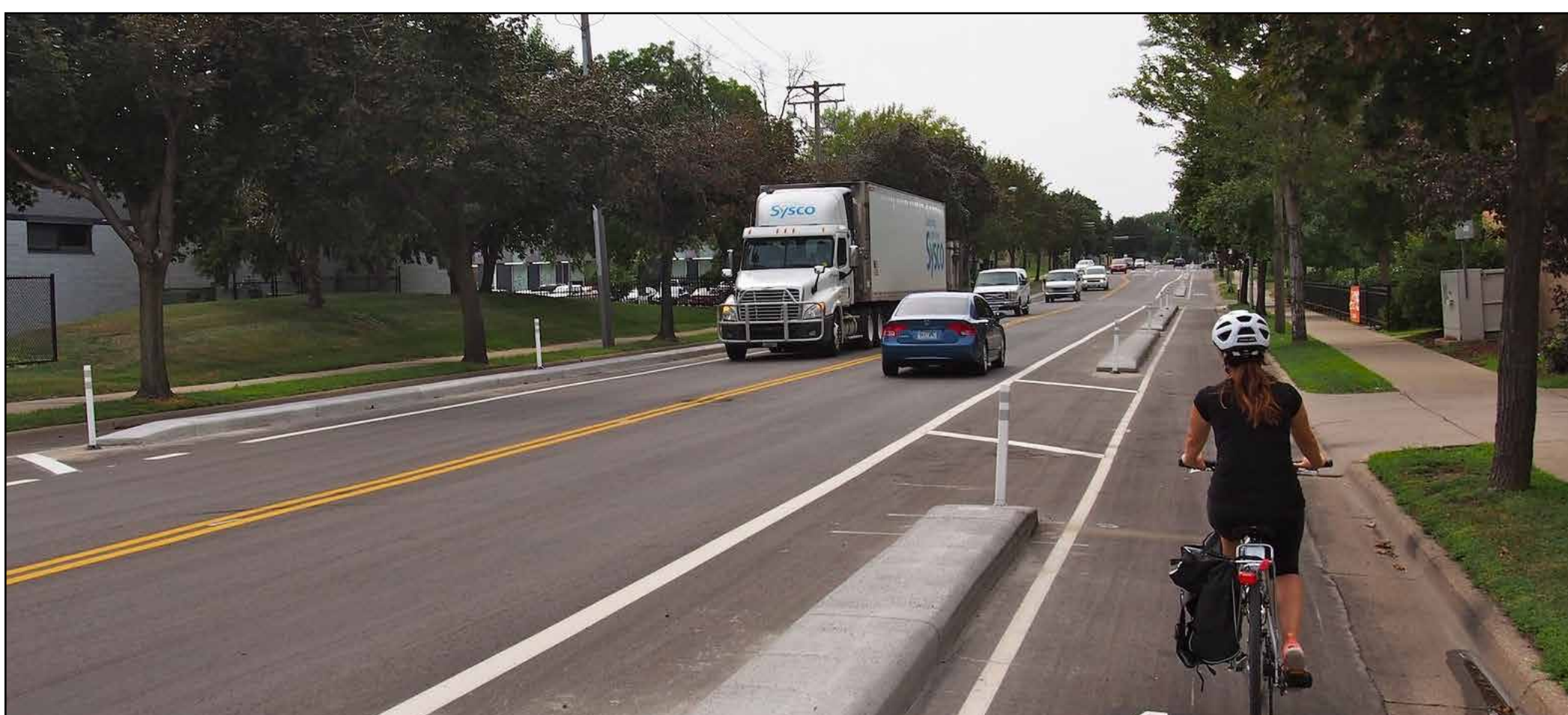
Making improvements for some users along a constrained corridor may require trade-offs for other users and uses. Public Works uses both planning guidance and community input to inform the design.

What is most important to you in terms of bicycle and transit elements? Put a dot on up to 3 items.

Bicycle



Adding a north/south bicycle facility on Johnson St or adjacent street



If a bicycle facility is proposed on Johnson St NE, having a physical barrier between bicycles and vehicles



Improved bicycle crossings of Johnson St NE (e.g. 22nd Ave NE, pictured above)

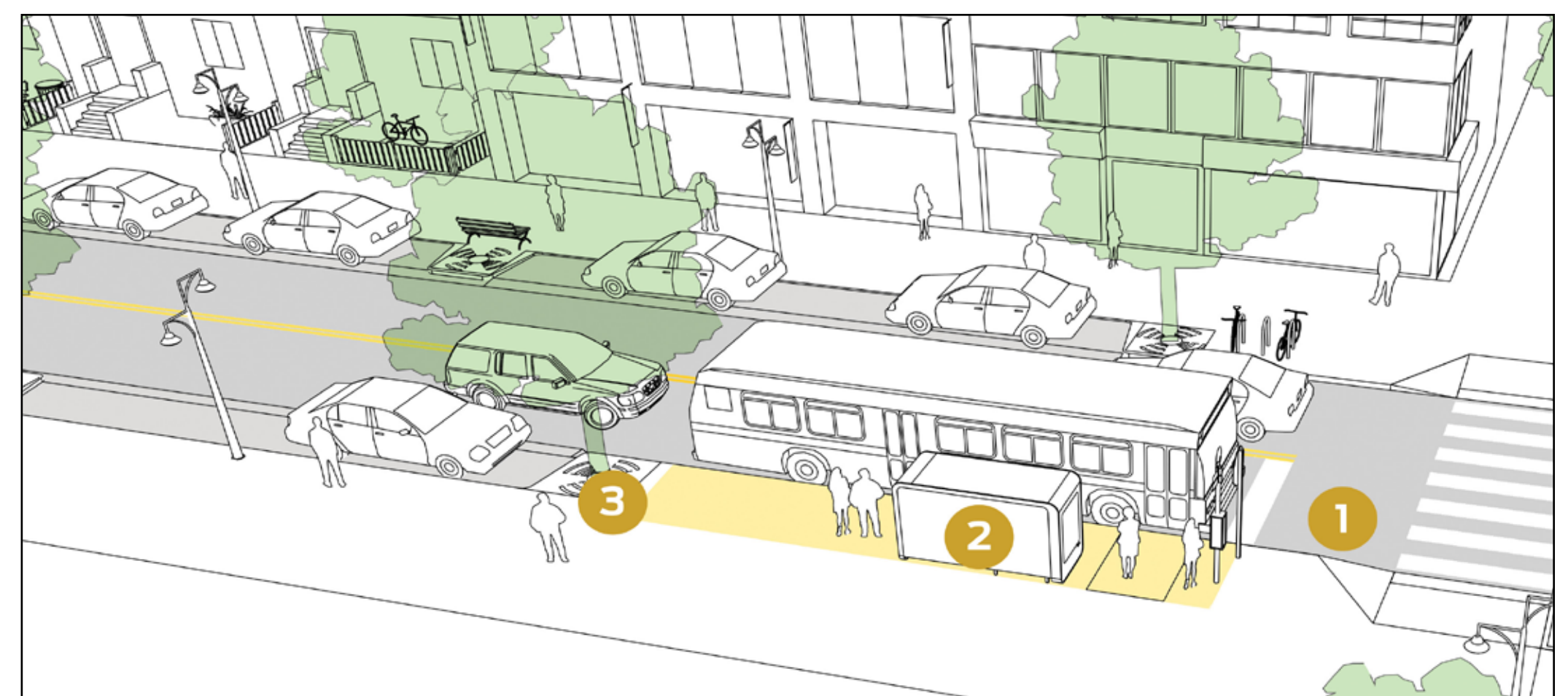
Transit



Transit signal progression (e.g. timing of traffic lights)



Bus stop consolidation to improve bus travel time, (e.g. consolidating 18th stops to existing Quarry stops)



Opportunities for improved customer amenities and bus stop design (Source: NACTO)

Note: All transit improvements to be coordinated with Metro Transit as the operator of the transit system

Other ideas:

Johnson St NE Reconstruction Constrained corridor

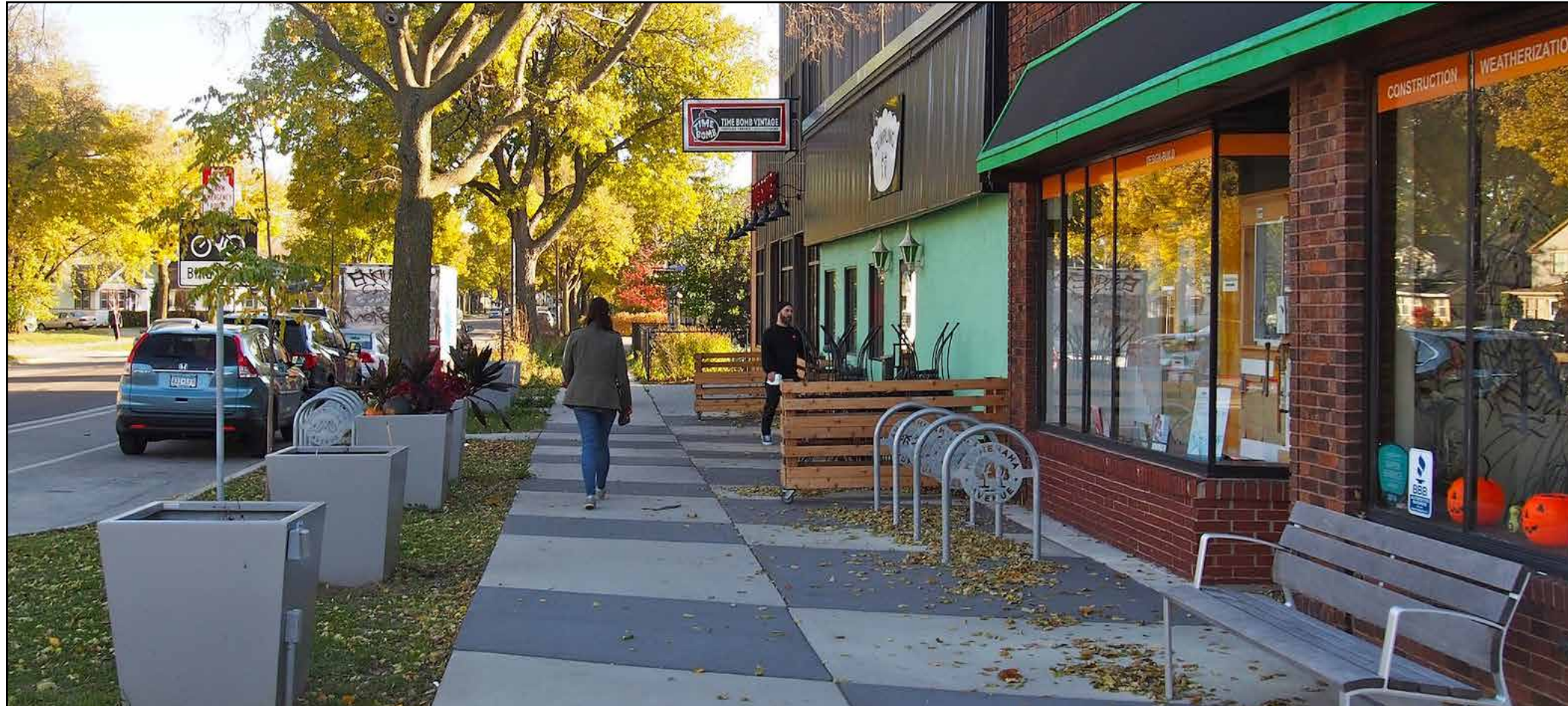


Pedestrian and streetscape

Making improvements for some users along a constrained corridor may require trade-offs for other users and uses. Public Works uses both planning guidance and community input to inform the design.

What is most important to you in terms of pedestrian and streetscape elements on Johnson St NE?

Put a dot on up to 3 items.



Widening sidewalks



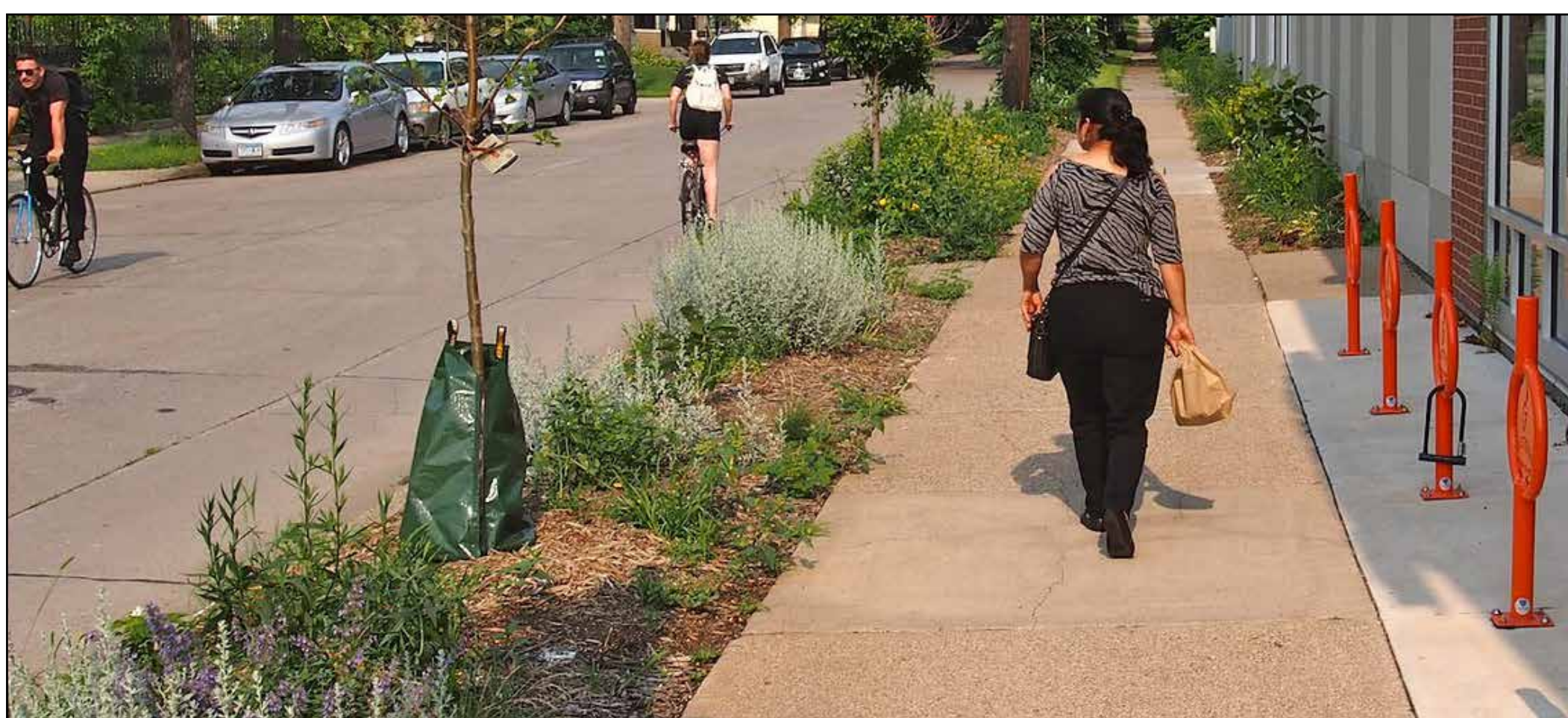
Improved pedestrian crossings of Johnson St NE (e.g. 22nd Ave NE, pictured above)



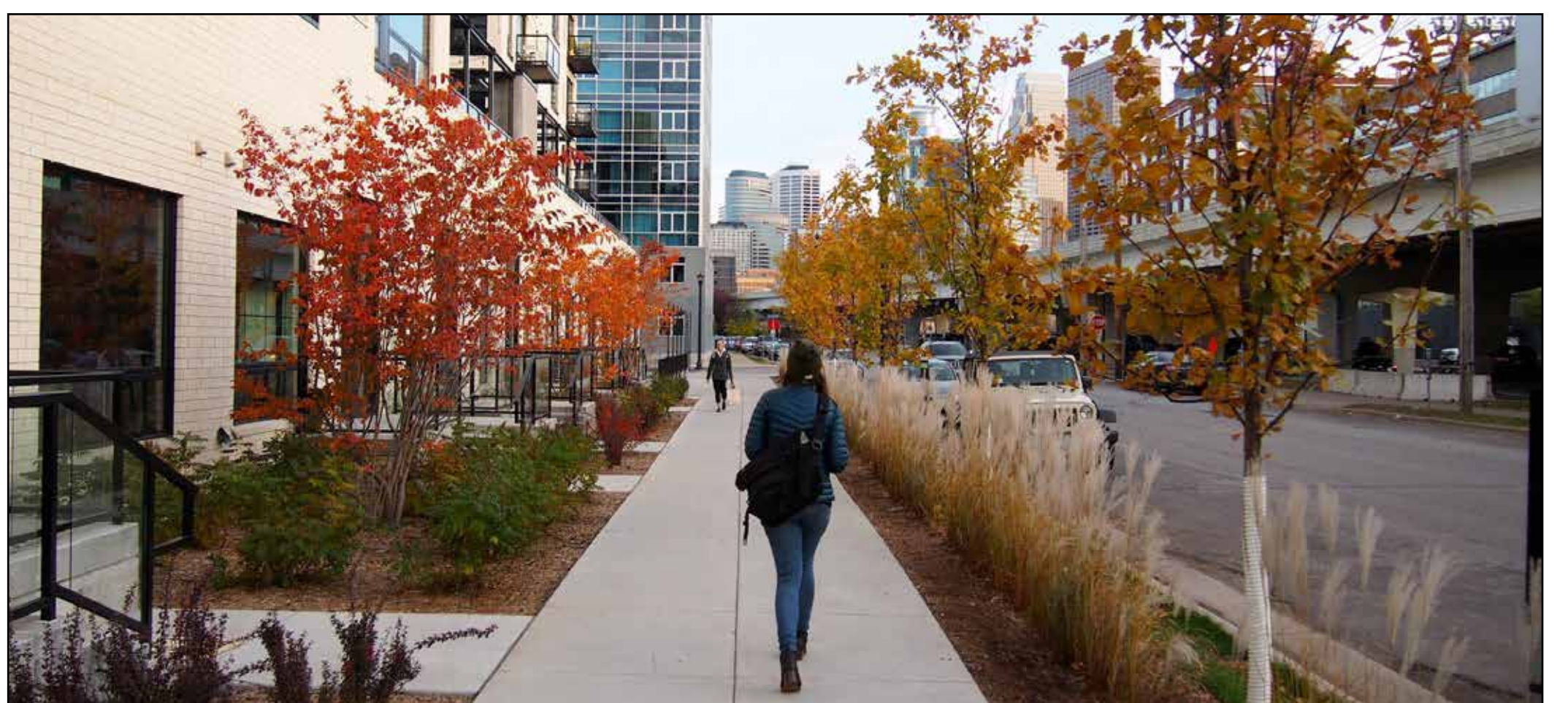
Curb extensions at intersections and/or narrowing crossing distance



Improved space for snow storage (Johnson St pictured above)



Adding a green boulevard (e.g. plantings)



Adding street trees in boulevard

Other ideas:



Upgrading street lighting

Johnson St NE Reconstruction

Constrained corridor



Roadway and Curbside

Making improvements for some users along a constrained corridor may require trade-offs for other users and uses. Public Works uses both planning guidance and community input to inform the design.

What is most important to you in terms of roadway and curbside elements? Put a dot on 2 items.



Design treatments to slow speeding cars (example of a "pinchpoint" pictured above. Source: NACTO)



Improvements to curbside drop-off/loading for customers and goods near businesses



Improving traffic signal/intersection roadway configurations at 18th, 23rd, and Lowry Ave NE in coordination with partner agency projects.



Adjustment of on-street parking timeframes or locations; could include partial or full parking removal on Johnson St NE and/or designating more 1-hr or 2-hr zones.

Other ideas:

Johnson St NE Reconstruction

22nd Ave NE Intersection

22nd Ave NE Intersection

The intersection of Johnson St NE and 22nd Ave NE was recently upgraded with pedestrian crossing improvements. We are evaluating how the intersection currently functions to understand how it can be improved with this reconstruction project.



Intersection of 22nd Ave NE & Johnson St NE

In your opinion, how does this intersection function today?

What is working well?

What could be improved?

Other ideas

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Johnson St NE Reconstruction

What's Next?

Thank you so much for attending this open house - your input is greatly appreciated!



1. Public Works will develop concept alternatives for the corridor based on planning guidance and community feedback.
2. Draft concepts will be shared at a second open house in July (date TBD) and posted on the project website for additional community feedback.
3. Finalized concepts will be shared in the late summer/early fall for additional feedback.
4. Public Works will recommend a preferred concept layout to City Council by the end of 2019.

Check out our website

<http://www.minneapolismn.gov/cip/futureprojects/johnson-st-ne>

Contact project
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View project
updates

Sign up for email
updates

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