18TH AVE S & LITTLE EARTH

Transportation Study

Welcome,
Taáyaá yahi,
Bienvinedos,
Boozhoo,
Tanyáŋ yahípi,
Soo dhawoow

Please explore the boards to learn about the project and make your voice heard!

Thank you!

PROJECT LOCATION

THEMES WE HAVE HEARD FROM THE COMMUNITY TO DATE

DEMONSTRATION PROJECT

In Summer of 2021, the City of Minneapolis and Little Earth teamed up to create a temporary demonstration project on 18th Ave S.

STUDY BACKGROUND

Public Works is conducting a Transportation Study for permanent changes to the streets that is reflective of Little Earth, East Philips Neighborhood, businesses and agency needs and desires for the area.

STUDY GOALS

- Improve traffic safety
- Improve community perception of safety
- Improve air quality
- Improve safety and access in and around Cedar Field Park
- Improve access for people walking and biking
- Provide a safe public space for youth

STUDY TIMELINE

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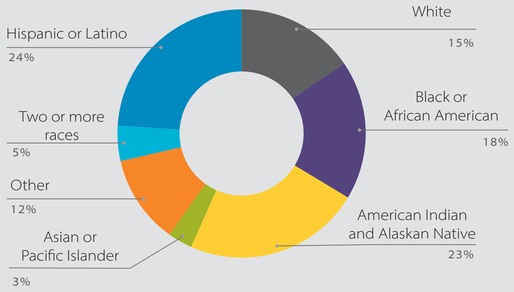
Minneapolis
City of Lakes

PROJECT WEBSITE
https://www.minneapolismn.gov/government/projects/18th-ave-s-little-earth/

COMMUNITY REPRESENTATION

WHO LIVES HERE?

38% of people in the neighborhood are youth under 18 years old



The two demographics most represented within 1/4th 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

ART IS AN IMPORTANT EXPRESSION OF THE COMMUNITY

CHILD CARE

Baby Space
Southside Family Nurturing Center

URBAN FARM

Little Earth Urban Farm

CHURCHES

Holy Rosary Church

NEIGHBORHOOD DESTINATIONS + ASSETS

CORNER STORE

Cedar Food and Grill

COMMUNITY CENTER

Little Earth Community Center

PARKS

Cedar Field Park
East Phillips Park

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 Ave S

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

Cut-through traffic has **decreased slightly** on 18th Ave S and **increased slightly** 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%

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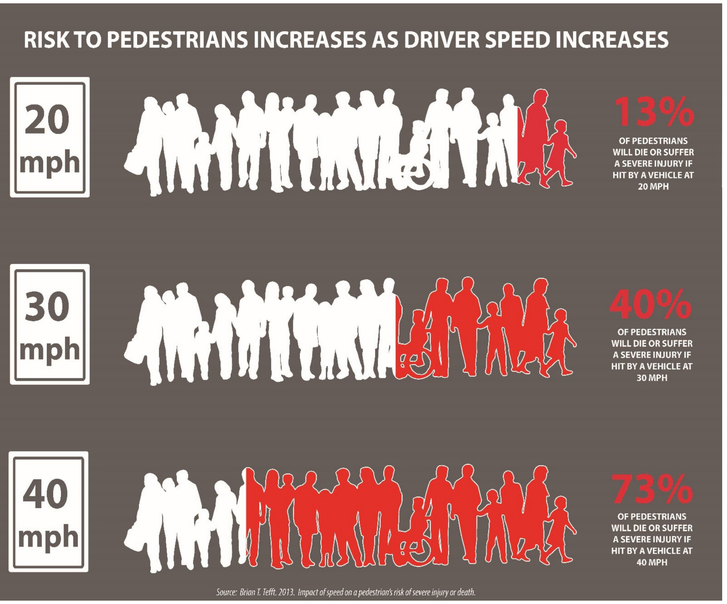
SAFETY

CARLESS IN THE CITY

40% of households in the neighborhood have no vehicle

35% of households in the neighborhood have one vehicle

RISK TO PEDESTRIANS INCREASES AS DRIVER SPEED INCREASES



Bicycle and pedestrian crashes are less frequent but troubling. Although there were fewer bicycle and pedestrian crashes than other types, when these crashes did occur, they more frequently resulted in injury.

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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 AVE 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

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

16 % of reported crashes resulted in injuries

- Pedestrian crashes are overrepresented on 18th Avenue. **Citywide, 8% of all crashes involve a bicycle or pedestrian**. **On 18th Avenue that number was 12%** while on Ogema/Stately it was lower, at just 5%.
- The vast majority of all crashes only result in property damage between two vehicles: 74% of crashes on 18th Avenue and 82% of crashes on Ogema/Stately

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

HOW DO PEOPLE GET AROUND?

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

SPEEDING IN THE NEIGHBORHOOD

Speed is a significant factor in the frequency and severity of crashes in Minneapolis; streets with higher speed limits have a larger share of severe crashes. Since the demonstration project was added on 18th Ave S, speeds decreased slightly.

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 over the **20 MPH** speed limit

EM STATELY STREET

760 vehicles per day

Less than **50%** travel over **18 MPH**

COMFORT

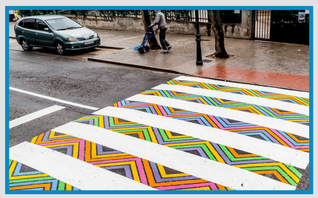
PLACEMAKING

Focuses on transforming public spaces to strengthen the connections between people and these places. Placemaking is a process centered on people and their needs, aspirations, desires, and visions

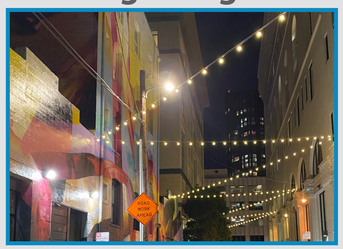
Art

mural in Minneapolis, Minn., by Roger Peet and Barry Newman

Street Art



Lighting



Furniture

GREEN INFRASTRUCTURE

Plants and trees native to the region are important tools to increase the natural plant community for both people and pollinators

Plants native to the region provide many benefits:

- Reduced maintenance needs
- Increase in available food source and shelter for pollinators
- Increased plant diversity, cleaner air, carbon sequestration, and decreased need for pavement maintenance.
- Deeper roots than turf grass, which provide water quality benefits through stormwater infiltration, filtration, interception, evaporation, and uptake of pollutants.

FOUR NATIVE SACRED MEDICINES

Sage

Tobacco

Sweetgrass

Cedar

SOUTHSIDE GREEN ZONE

This area of Phillips neighborhood is high priority for green infrastructure, especially trees and enhanced vegetation and is designated as the Southside Green Zone, which is a 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.

PROJECT LOCATION WITHIN SOUTHSIDE GREEN ZONE

URBAN HEAT ISLAND | TREE COVER

How Urban Microclimates Work

Urban temperatures are often unpleasant and dangerous for people, amplifying the effects of air pollution.

Parking lots and buildings absorb and hold heat, releasing those temperatures back into the air.

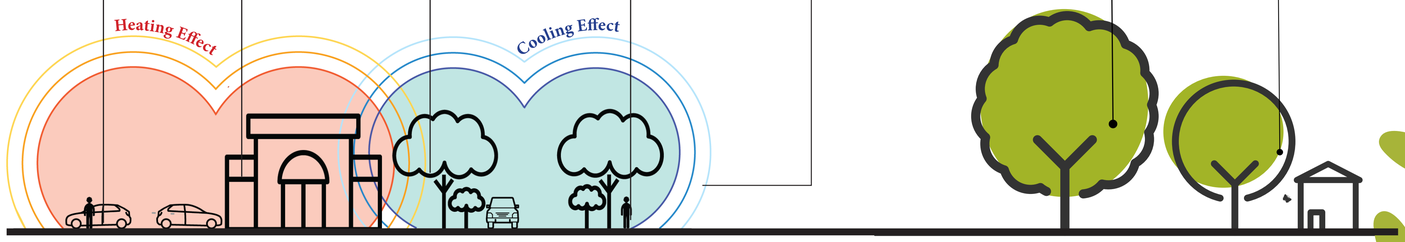
Trees and vegetation in urban areas cool the air though a process called "evapotranspiration."

Trees shade impervious surfaces and reduce the aborption of heat and provide cooler places to walk.

Urban Forests Reduce stress, support social cohesion and increase physical activity, reducing rates of cardiac disease, stroke and asthma

City trees cool cities by 2-4 degrees, and reduce air pollution by filtering particle matter

Urban forests protect biodiversity by providing habitat for a variety of wildlife and support stormwater management though the tree's root systems



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