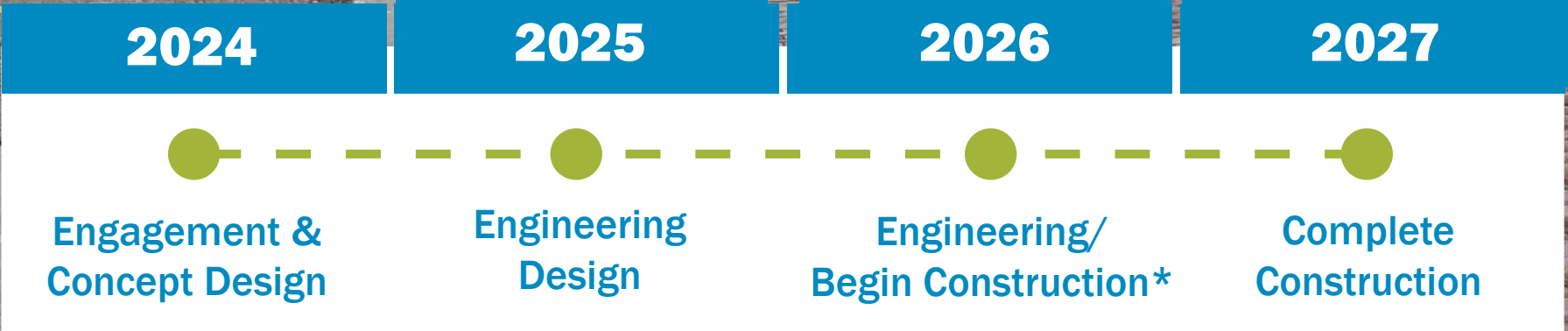


Logan Park Overview

- 1 mile of streets centered around Central Ave and BNSF rail line in NE Minneapolis
- New roadway, sidewalks, utilities and other infrastructure in the right-of-way
- Better meet needs of the neighborhood and its visitors
- Historically an industrial neighborhood, but has transitioned to mixed use including residential
- Many reuse and redevelopment projects expected
- Center of NE Arts District that includes many artist studios and events

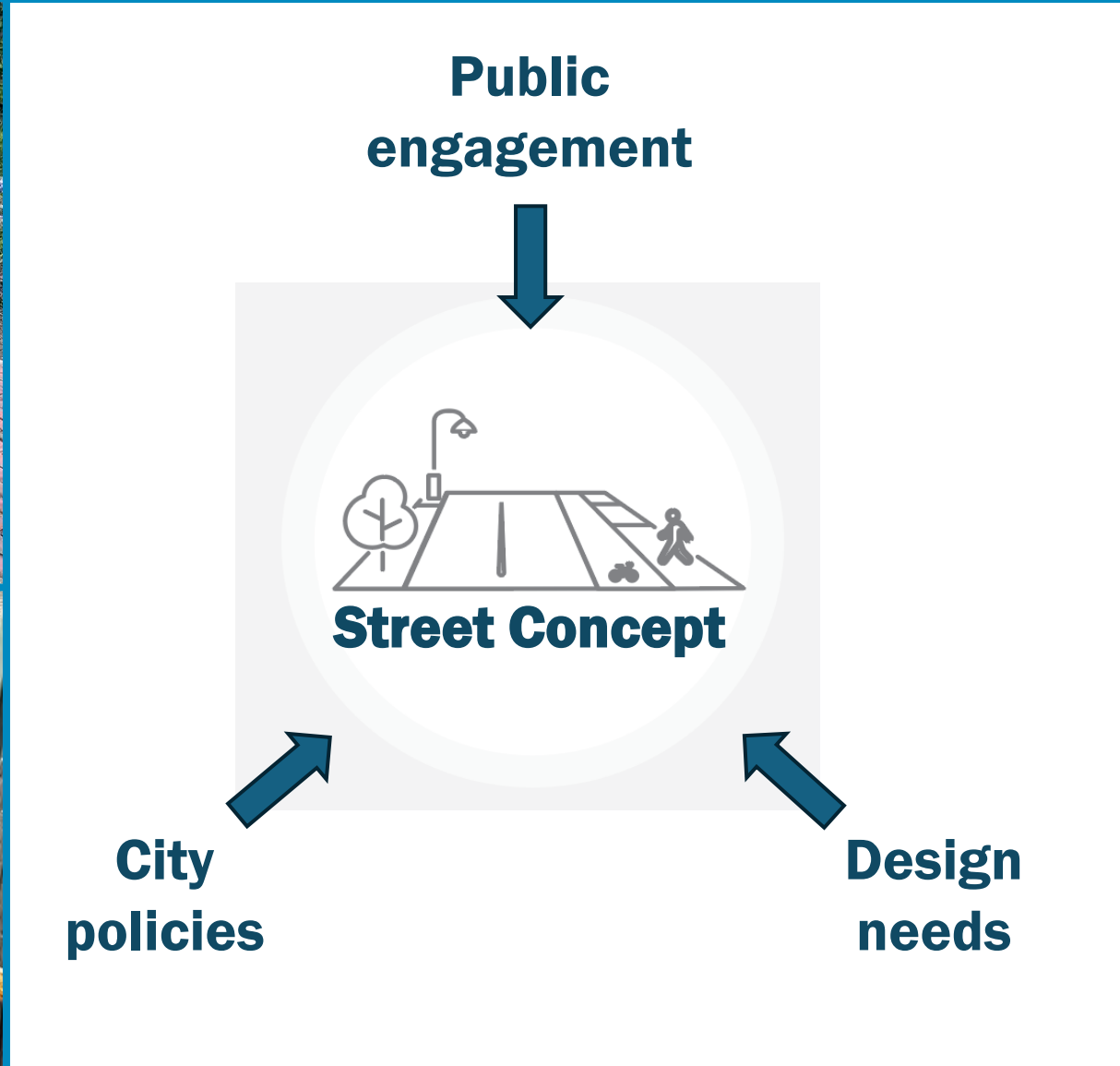


Project Schedule



* Possibility for construction phasing between 2026-27 to be determined

Concept Development



Engagement – What We Heard

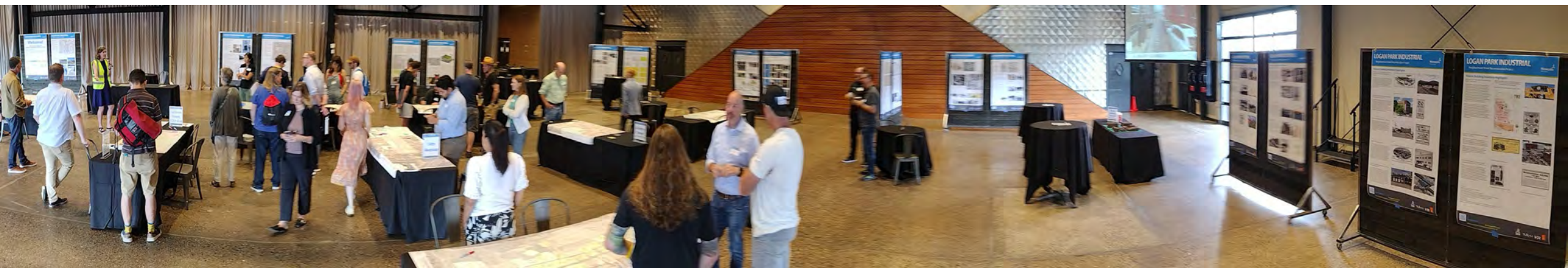
Community Design Workshop – September 17-18, 2024

Purpose

An interactive workshop to share the team’s work on area history and existing conditions and to provide the opportunity for the community to explore the full range of opportunities for reconstructed streets and public spaces.

Result

Concept sketches developed with community members for all 7 streets

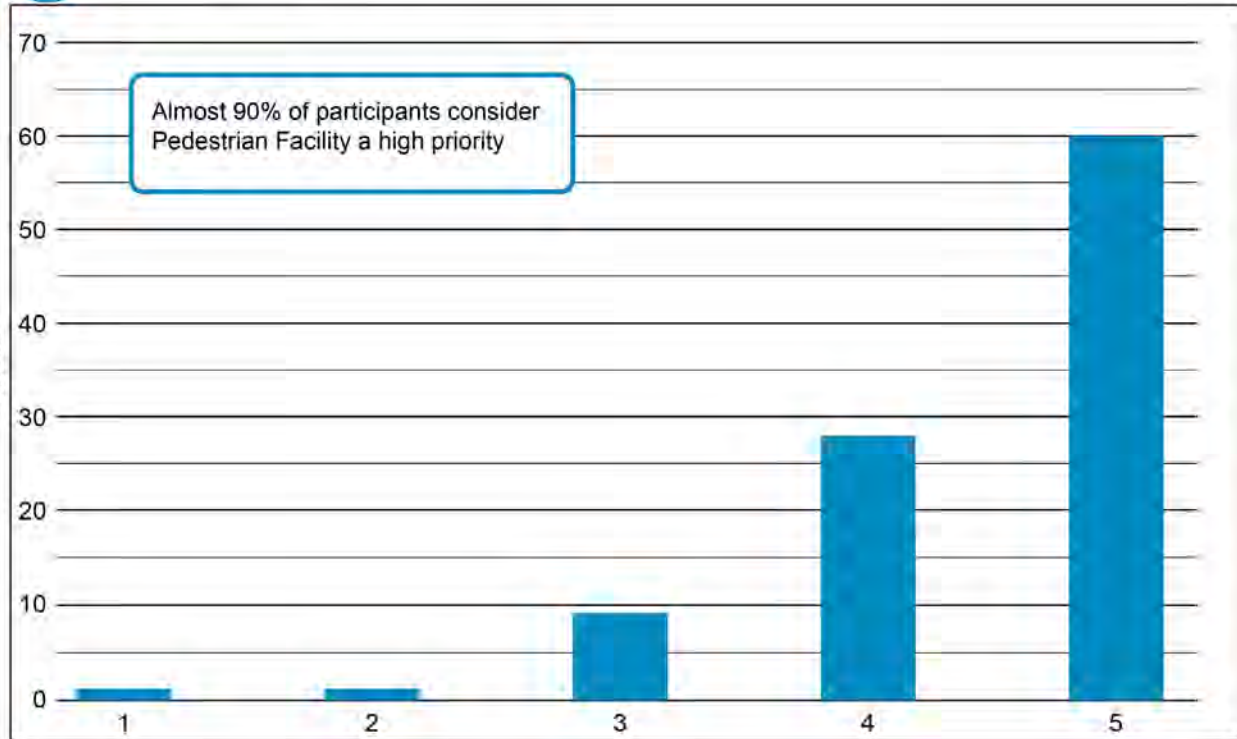


Engagement – Survey Results

Highest priorities: Walk space and character

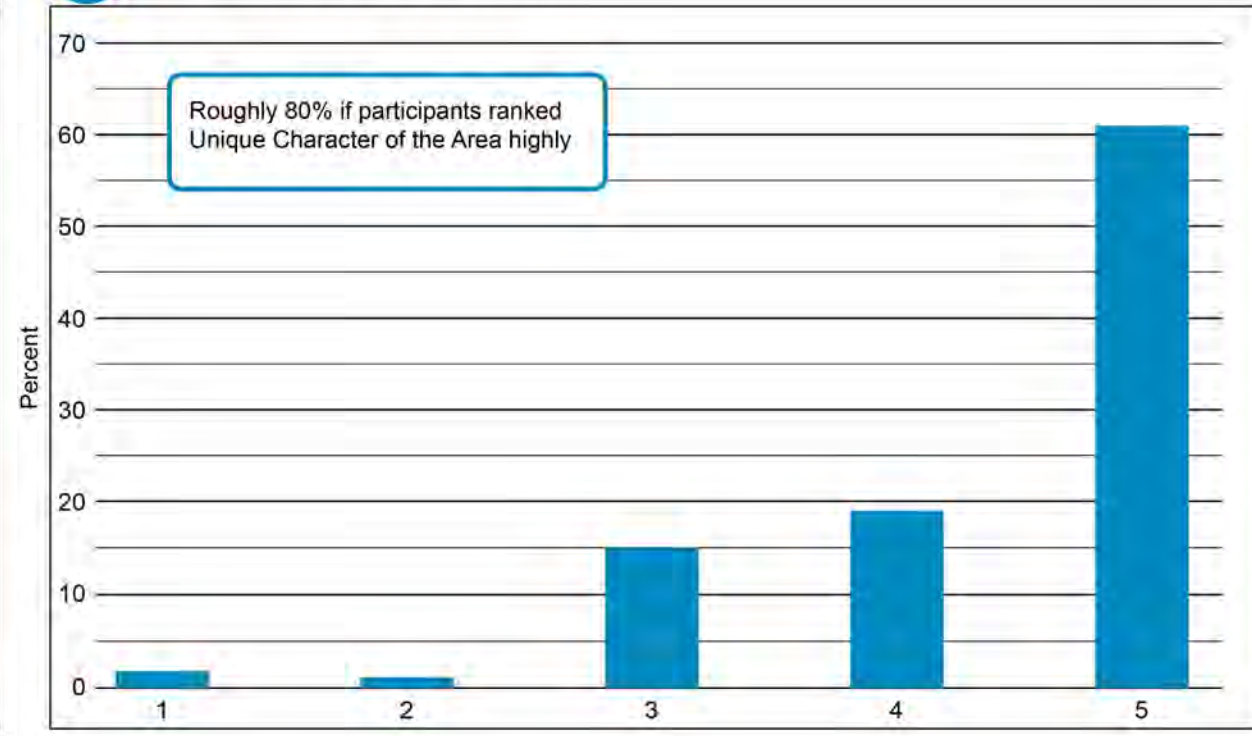
Public Space Prioritization-
What priorities are most important to you for the future of the Logan Park Industrial Area?
1 = Not Important, 5 = Very Important

Pedestrian Facilities



Public Space Prioritization-
What priorities are most important to you for the future of the Logan Park Industrial Area?
1 = Not Important, 5 = Very Important

Unique Character of the Area



City Policies and Design Needs



- Quincy is only 50' wide - City has a desire to work within existing right of way
- Ensure emergency vehicle access
- Parking alignments that allow for winter maintenance and additional amenities
- Improve pedestrian accessibility
- Make streets ADA compliant
- Maintain two-way traffic



City Policies and Design Needs (cont.)



- Add potential traffic calming features
- Incorporate green space
- “All ages and abilities” bikeway on 14th Ave NE
- Maintain existing building and site access
- Consider rail, freight, and delivery activity
- Additional enhancements may require additional assessments or funding sources



Bricks

- The pavement type has not yet been selected. We're asking for feedback today on the street design regardless of the surface.
- City streets are required to be brick when they are designated as historic; these streets are not.
- Traffic calming can be built into the design regardless of the surface.
- Based on feedback, the City is investigating whether or not there is a way to incorporate bricks on Quincy.

Potential Traffic Calming – Chicanes (Alignment Shifts)

- Chicanes introduce a horizontal deflection into the roadway to slow vehicle speeds
- Chicanes may increase the space available on either side of the roadway for other amenities, green space, or parking



Potential Traffic Calming – Speed Table

- Raise the roadway surface at midblock locations requiring vehicles to slow down
- Speed tables may incorporate pedestrian crossings
- Can be used on straight roadways to reduce vehicle speeds
- Speed tables often incorporate distinctive materials or pavements



Potential Traffic Calming – Raised Crossing

- Raised crossings are flush with the sidewalk level
- Help reduce vehicle speed and crash risks, especially by turning vehicles
- Encourage motorists to yield to pedestrians in the crosswalk
- May incorporate distinctive materials or pavements



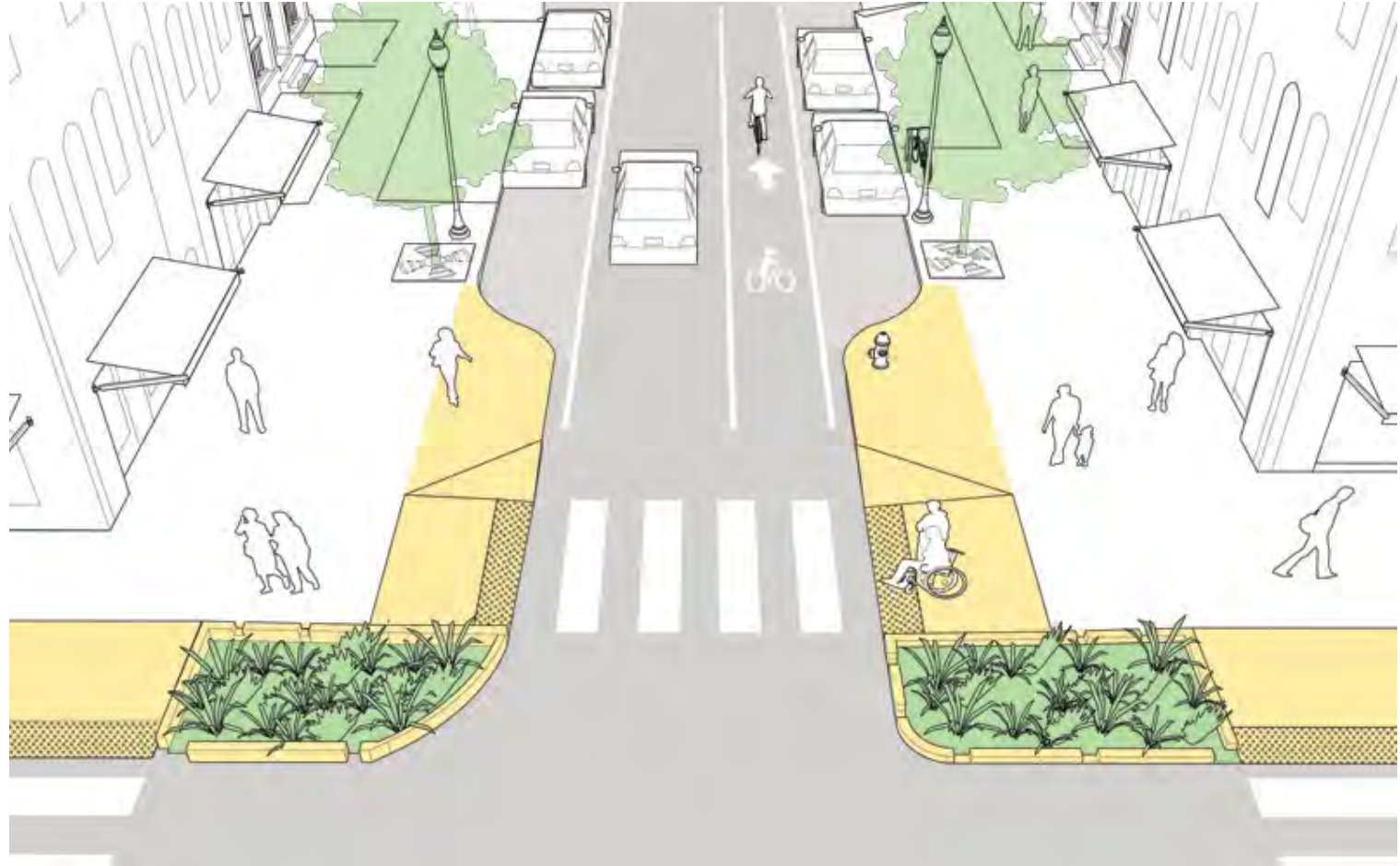
Potential Traffic Calming – Raised Intersection

- Raised intersections are flush with the sidewalk level and require vehicles to enter more slowly
- Help reduce vehicle speed and crash risks
- Encourage motorists to yield to pedestrians, especially where there are no stop signs or signals
- May incorporate distinctive materials or pavements



Potential Traffic Calming – Curb Extensions

- Curb extensions visually and physically narrow the roadway
- Reduce the width of a pedestrian crossing and exposure
- Increase the available space for green space, infrastructure, and trees or plantings
- May reduce the corner radius at intersections, slowing turning vehicles
- Limits ability for parking to encroach into the intersection area



Potential Traffic Calming – Pinch Points

- Curb extensions applied at midblock locations to visually and physically narrow the roadway
- Narrower/constricted roadway spaces tend to slow driver speeds
- May be applied in conjunction with a mid-block pedestrian crossing
- May be used to create additional public or green space at midblock locations



Feedback Today



- Traffic calming elements
 - Raised intersections and speed tables
 - Chicanes (alignment shifts)
 - Curb extensions
 - Pinch points



- Green space
- Parking bays
- Additional enhancements may require additional assessments, maintenance agreements, other funding sources (e.g. street furniture, public art, landscaping)



Next Steps



- November 2024
 - Engagement meetings
 - Open House – November 20th
 - Community Survey 2
- Compile results of community feedback
- Additional analysis
- Concept refinement
- Winter 2025 – Finalize design concepts, additional engagement, concept layout approval

