Dakota Avenue bikeway open house #5

9/19/19 – St. Louis Park city hall council chambers
Public participation guidelines

• Show respect, every person is important.
• Speak for yourself, not for anyone else.
• Listen to others, then they will listen to you.
• No clapping or yelling.
• Take charge of yourself, you are responsible for you.
• After you ask a question, step back so that everyone gets a chance to speak. You will have another chance.
Agenda

• Goals/expectations
• Recap
• Resident feedback
• Design comparisons
• Staff recommendation
• Next steps
Goals

• Present resident feedback and how it shaped staff’s recommended design.

• Present staff recommended design.

• Staff will:
  • Keep you informed
  • Listen to and acknowledge concerns
Council’s expectations

• Staff was asked by council to:
  • Design a dedicated bikeway on Dakota Avenue from Minnetonka Boulevard to Lake Street.
  • Design this bikeway as a retrofit project, not a full or partial reconstruction.
  • Follow the comprehensive plan modal priorities (pedestrians, bikes, transit, then vehicles).
  • Design the safest facility for all users.
Community engagement process

- Open house 1 - Sept. 26, 2018
- Open house 2 - Oct. 30, 2018
- Open house 3 - March 19, 2019
- Public hearing 1 - April 15, 2019
- Council approval 1 - May 6, 2019
- Open house 4 - July 9, 2019
- **Open house 5 - Sept. 19, 2019**
- Public hearing 2 - Nov. 18, 2019 (tentative)
- Council approval 2 - Dec. 2, 2019 (tentative)
Questions about process?

• Q&A #1
• Next, community feedback.
What we heard open house 1-3

• Desire to keep on-street parking
• Design suggestions submitted by residents
• Vehicles traveling too fast on Dakota Avenue
• Lack of bicycle safety with on-road facilities
• Concern with pedestrian safety to cross streets
• Street is too busy for bikes with school traffic and activities
What we heard open house 4

- What is your number one concern for Dakota Avenue?
  - Preserving on-street parking – 35%
  - Bike safety – 27%
  - Pedestrian safety/crossing – 13%
  - Vehicle Speeds – 13%
  - Other – 13%
What we heard open house 4 cont.

• How do you want the city to prioritize your concerns?

1st: Pedestrian safety/crossing
2nd: Bike safety
3rd: Vehicle speeds
4th: Preserving on-street parking
5th: Preserving trees/green space
6th: Driving enforcement
7th: Maintenance
8th: Parking enforcement
9th: Other
How we will compare possible options

1st: Pedestrian safety/crossing
2nd: Bike safety
3rd: Vehicle speeds
4th: Preserving on-street parking
5th: Preserving trees/green space
Questions about community feedback?

• Q&A #2
• Next, design comparisons
What design layouts we compared

• Suggestion #1 (2-way bike lane)
• Suggestion #2 (Texas Ave-like reconstruction)
• Suggestion #3 (Separated bike lanes)
• Suggestion #4 (Trail replacement of sidewalk)
• Alternate routes
• Staff recommendation (additional parking at 32nd Street)
Suggestion #1: 2-way bike lane

- Not safe for bikes
  - Does not meet state design standards
    - Minimum 5 ft bike lanes (10 ft 2-way)
    - No buffer for northbound bikes
- Includes traffic calming
- Improved pedestrian safety (shorter crossing distance)
- Parking reduced (bumpouts)
Suggestion #2: Texas Avenue-like reconstruction

- This is a reconstruction project, not retrofit
  - Requires reconstruction of all curbs
  - Relocation of fire hydrants
  - Relocation of catch basins
  - Removal of boulevard
- Includes traffic calming
- Improved pedestrian safety
- Dedicated bike facility, improves bike safety
- Parking reduced (bumpouts)
Suggestion #3: Separated bike lanes

• This is a reconstruction project, not retrofit
  • Requires reconstruction of all curbs
  • Relocation of fire hydrants
  • Relocation of catch basins
  • Removal of boulevard
• Includes traffic calming
• Improved pedestrian safety
• Dedicated bike facility, improves bike safety
• Parking reduced (bumpouts)
Suggestion #4: Trail replacement of sidewalk

- Not a dedicated bike facility
  - Pedestrians will also use it
- Does not include traffic calming
- Pedestrian safety not addressed
- Requires hydrant relocation
- Requires tree removal
- Requires extensive retaining wall, stairs, and fence reconstruction
- Parking on Dakota Ave unchanged
Alternate routes

• Does not address vehicle speeds, pedestrian safety, or bike safety on Dakota Avenue

• Does not create logical connection to high school or Peter Hobart

• Parking on Dakota Avenue unchanged
Staff recommendation

- Includes traffic calming
  - Bumpouts and lane shift
- Dedicated bike facility, improved bike safety
  - Buffered bike lanes
- Improves pedestrian safety
- Parking reduced (bumpouts, 1-side restriction)
  - Additional parking at 32nd Street lane shift
  - 70 total stalls provided

[Image of road diagram with traffic calming measures and improved safety features]
### Comparing designs

- **Green** = improves = +1
- **Yellow** = doesn’t improve or diminish = +0
- **Red** = diminishes = -1

<table>
<thead>
<tr>
<th>Resident’s prioritized concerns</th>
<th>2-way bike lane</th>
<th>Texas Avenue-like reconstruction</th>
<th>Separate bike lane</th>
<th>Trail replacement of sidewalk</th>
<th>Alternate routes</th>
<th>Staff recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian safety/crossing</td>
<td>Adds bumpouts</td>
<td>Adds bumpouts</td>
<td>Adds bumpouts</td>
<td>Does not address</td>
<td>Does not address</td>
<td>Adds bumpouts</td>
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<tr>
<td>Bike safety</td>
<td>Not safe facility</td>
<td>Dedicated facility</td>
<td>Dedicated facility</td>
<td>Non-dedicated facility, but off-street</td>
<td>Non-dedicated facility, but off-street</td>
<td>Dedicated facility</td>
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<tr>
<td>Vehicle speeds</td>
<td>Adds bumpouts</td>
<td>Adds bumpouts</td>
<td>Adds bumpouts</td>
<td>Does not address</td>
<td>Does not address</td>
<td>Adds bumpouts and lane shift</td>
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<tr>
<td>Preserving on-street parking</td>
<td>Parking loss at bumpouts</td>
<td>Parking loss at bumpouts</td>
<td>Parking loss at bumpouts</td>
<td>Doesn’t touch any parking</td>
<td>Doesn’t touch any parking</td>
<td>Parking loss at bumpouts and 1-side restriction</td>
</tr>
<tr>
<td>Preserving trees/green space</td>
<td>Bumpouts add greenspace</td>
<td>2 ft cannot sustain both boulevards</td>
<td>SBL removes both boulevards</td>
<td>Greenspace removed by wider trail</td>
<td>No green space is touched</td>
<td>Bumpouts add greenspace</td>
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<tr>
<td><strong>GRAND TOTAL</strong></td>
<td>+2</td>
<td>+2</td>
<td>+2</td>
<td>+0</td>
<td>+1</td>
<td>+3</td>
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</tbody>
</table>

Additional notes:
- Green = improves = +1
- Yellow = doesn’t improve or diminish = +0
- Red = diminishes = -1

St. Louis Park
MINNESOTA
Comparing designs cont.

- Green = meets expectation = +1
- Yellow = doesn’t apply or unknown = +0
- Red = does not meet expectation = -1

<table>
<thead>
<tr>
<th>Additional staff considerations</th>
<th>2-way bike lane</th>
<th>Texas Avenue-like reconstruction</th>
<th>Separated bike lane</th>
<th>Trail replacement of sidewalk</th>
<th>Alternate routes</th>
<th>Staff recommendation</th>
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<tr>
<td>Resident sub-total</td>
<td>+2</td>
<td>+2</td>
<td>+2</td>
<td>+0</td>
<td>+1</td>
<td>+3</td>
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<tr>
<td>Comprehensive plan guidance</td>
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<td>Meets</td>
<td>Meets</td>
<td>Does not meet</td>
<td>Unknown</td>
<td>Meets</td>
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<tr>
<td>State Aid rules</td>
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<td>Meets</td>
<td>Doesn’t apply</td>
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<td>NACTO guidance</td>
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<td>Does not meet</td>
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<td>Project cost</td>
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<td>Reconstruction</td>
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<tr>
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<td>-2</td>
<td>+1</td>
<td>+7</td>
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Final staff recommendation

- Buffered bike lanes
- Parking restriction on one side
  - About 70 stalls provided.
- Lane shift at 32nd Street
- Added parking at lane shift
- Pedestrian bumpouts
Next steps/dates

• Public hearing - Nov. 18, 2019 (tentative)
• Council approval - Dec. 2, 2019 (tentative)
• Construction - Spring – Fall 2020
How to stay informed?

- Sign up for emails
- Website updates
- Letters

www.stlouispark.org/construction-updates