



Vision Plan:

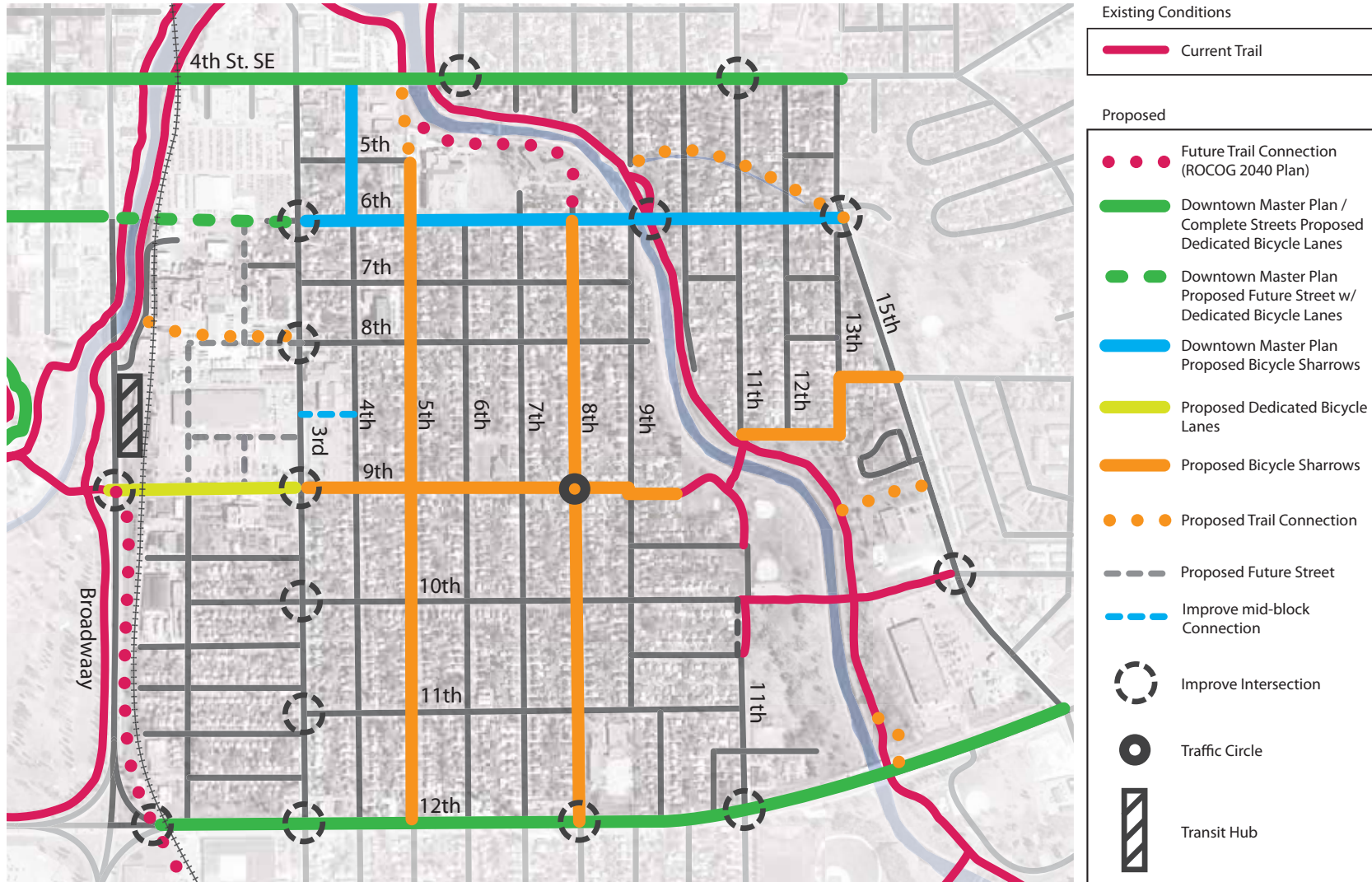
Neighborhood Mobility

Goal:

Create a safe, functional and attractive mobility system comprised of a variety of transportation alternatives that connects residents from within the neighborhood to outside the neighborhood.

Objectives:

- Eliminate high speed, cut-through automobile traffic corridors.
- Encourage and promote alternative modes of transportation including bicycles and mass transit.
- Create a network of street, trail, and sidewalk infrastructure within the neighborhood to ensure residents have multiple means of access to surrounding amenities.
- Identify key intersections of multiple transportation systems and promote design that accommodates mobility in a safe manner.
- Invest in the public realm and make streets safe, comfortable and attractive for pedestrians, bicycles, and vehicles.
- Provide a mix of parking opportunities that balances the needs of residents and businesses in mixed use and higher density areas.
- Plan for potential light rail and/or trolley line infrastructure by facilitating connections to mass transit.
- Protect the existing street grid and attempt to reconnect it when redevelopment occurs.
- Reduce traffic speeds in principle traffic corridors through appropriate traffic calming measures.



Slatterly Park Neighborhood
neighborhood mobility map

Recommendations:

- Develop a comprehensive, phased, traffic-calming program in the neighborhood to be included as part of City's Capital Improvement Plan (Aim to reduce the average of 78 bicycle crashes per year in the Slatterly Park Neighborhood*)
- Create a "basket weave" of stop signs and signalized intersections throughout the neighborhood to reinforce the hierarchy of streets.
- Add on-street parking, bump-outs on strategic corners, and painted parking lines to assist with traffic calming.
- Add pedestrian crossing elements (e.g. bold, white reflective paint, special colored paving, etc.) through a hierarchy of crossing treatments based on street type.
- Work with the City and County staff to develop a neighborhood approach to the complete streets initiative.
- Provide for parking on both sides of the street and encourage angled parking in mixed-use, commercial and high-density residential areas.
- Preserve parking on at least one side of the street in low-density residential areas.
- Add bike lanes and sharrows with conspicuous signage where appropriate to facilitate safe bicycle transportation.
- Preserve existing wide, accessible sidewalks, street trees, and boulevard depth throughout the neighborhood.
- Encourage the development of multi-use parking structures to accommodate employee and non-neighborhood parking needs and relieve demand on neighborhood streets.
- Utilize permit parking where needed.
- Improve wayfinding and trail connections to the street grid at appropriate locations.
- Implement traffic circles where appropriate at designated intersections.
- Add dedicated bike lanes to 9th Street SE between Broadway and 3rd Avenue SE.
- Work with Bethel Lutheran Church to enhance a pedestrian mid-block connection across 3rd Ave SE between 8th and 9th St SE.
- Install a signalized intersection at 3rd Avenue SE and 6th Street SE in conjunction with the 6th Street connection over the River.
- Redesign intersection at 9th Street SE and Broadway to include an at-grade bike/ped crossing with pedestrian refuge island.
- Work with Riverside School to redesign the parking lot and drop-off to better accommodate pedestrian and bike access to 4th Street SE.
- Reconstruct the street grid on the K-Mart and AMPI plant sites when they redevelop.
- Provide a pedestrian and bike connection through the K-Mart and AMPI plant sites when they redevelop to connect residents to the river walk.
- Improve the Mayo Run creek bed to accommodate a trail connection.
- Redesign the intersection at 6th Street SE and 13th Avenue SE to create a stronger and safer gateway.
- Connect 11th Avenue SE from 10-1/2th Street SE to 10th Street SE in conjunction with a modified parking lot to create a well designed south vehicular entrance into Slatterly Park.

* Data taken from Minnesota LRRB (2004-2008)