



**RESOLUTION IN SUPPORT OF A THREE-LANE DESIGN  
WITH PARKING ON THE WEST SIDE FOR CEDAR AVENUE**

WHEREAS, the Cedar Riverside Partnership has committed to focus on initiatives that have identifiable support through neighborhood and community planning (as expressed in such plans as the Cedar Riverside Small Area Plan and the Cedar Riverside NRP Action Plan), including safety, transit and transportation infrastructure, economic development, and youth;

WHEREAS, the Partnership adopted a resolution on July 15, 2009 to endorse an integrated framework for infrastructure investments and land use planning that was based on goals in the Cedar Riverside Small Area Plan, updated after the completion of the West Bank Station Area Implementation Study to include the priorities recommended in this study;

WHEREAS, the both the Cedar Riverside Small Area Plan and the West Bank Station Area Implementation Study recognize Cedar Avenue as an area with high pedestrian traffic in need of safer crossings and a new, high quality streetscape;

WHEREAS, the Cedar Riverside Small Area Plan recognized Cedar Avenue as an area with high pedestrian traffic and high accident rates, including its status as one of the places with the highest pedestrian accidents rates in the City of Minneapolis;

WHEREAS, the Partnership adopted a resolution on November 16, 2012 in support of exploring options for Cedar Avenue by project staff including: changing the roadway design from four to three lanes, adding sustainable features such as stormwater bumpouts that could infiltrate water while providing more space for trees, removing the bus pullout, phasing the project components if needed, and seeking additional funding;

WHEREAS, the Partnership adopted a resolution on February 20, 2013 in support of a three lane design for Cedar Avenue in order to accomplish the policy goals stated in the Cedar Riverside Small Area Plan and the West Bank Station Area Implementation Study;

WHEREAS, the Partnership provided feedback on the proposed design concepts at its meeting on August 28<sup>th</sup>, 2013 that focused on the need for tree replacement on the west side, adding parking on the west side, improving and relocating the 5<sup>th</sup> Street crosswalk, and considering left turn signals to 4<sup>th</sup> and 6<sup>th</sup> Streets;

WHEREAS, the City and County have proposed a new design concept, dated October 29, 2013, that shows the west side of Cedar Avenue with a new parking lane and trees adjacent to the curb,

with more detail yet to be determined on the 5<sup>th</sup> Street crosswalk and any left turn signal changes;


NOW THEREFORE BE IT RESOLVED that the Cedar Riverside Partnership expresses its support for the three lane design that includes parking on the west side for Cedar Avenue;

BE IT FURTHER RESOLVED that the Partnership supports moving the west side trees from their current location to the space adjacent to the curb in order create space for better pedestrian traffic flow, sidewalk seating and snow storage, provided that structural soil is included to allow for healthier tree growth such as the 'Swedish soil' used on Washington Avenue;

BE IT FURTHER RESOLVED that tree grates are preferred over a grass boulevard due to the heavy pedestrian traffic on the street;

BE IT FURTHER RESOLVED that the Partnership encourages the City and County to continue exploring changes to the pedestrian crosswalk at 5<sup>th</sup> Street and left turn arrows at 4<sup>th</sup> and 6<sup>th</sup> Streets;

Attest:



Paul Pribbenow, Chair

Date: November 25, 2013