

SUMMARY OF COMMENTS

Park Point Small Area Plan Committee Meeting

Wednesday January 23rd, 2013

1. Transportation-traffic, street re-route, pedestrian and bike lane, and wayfinding. Comments include the following:
 - Lake Avenue and Minnesota Avenue are state aid roads with funding for maintenance and upkeep.
 - Lake Avenue and Minnesota Avenue received road surface overlay a few years ago.
 - Vehicular crash data-not many incidents.
 - Avenue pavement width from curb to curb is 44 feet.
 - Average daily trips (ADT) on Park Point is 7,100 vehicles per day.
 - The existing bike lane is not legal-bikers go against traffic.
 - Congestion on bike lane with pedestrians, inline-skaters and bikers.
 - There needs to be a physical barrier between bike and car traffic-not a legal requirement.
 - Lack of signage for bike routes, use and safety.
 - Sidewalks in poor condition-similar condition throughout the city.
 - Suggestion to combine sidewalk and striped bike lane to make a pathway similar to the Lakewalk-would not meet national road standard.
 - The width of the road could be an issue to add/combine sidewalk and bike lane-boulevard may have to go and driveway curb cuts re-done-Owners assessed for work completed-trees could be removed, utilities moved, signage moved-could be expensive.
 - Consider removal of parking lane (one side only).
 - American Disability Act requirements.
 - There needs to be additional signage for bike route-Cindy to look into.
 - Create safe and friendly bike/pedestrian pathway.
 - Enforce bike regulations.
 - Consider information kiosk at Lift Bridge for bike and pedestrian wayfinding.
 - Recommendations to consider design options for bike/pedestrian pathway.
 - Consider raised walkway over S-curve to get from the Tot Lot to Franklin Park.
 - Need to understand potential problems that 2 hotels could create when both are fully occupied- bike rentals, carriages, possible horseback riding.
 - Consider stop light at Coast Guard station-number of deliveries to the site and vehicular trips generated.
 - Why divert traffic from Lake Avenue to Minnesota Avenue?-consider having Lake Avenue dead end at Franklin Park.
 - Planning Staff to look into Hotel approval-road improvements.
 - Wayfinding-not just signage but how people move about and how to get from place to place.
 - Consider street end access-need to discuss and prioritize which street ends could be vacated and improved for beach access.
 - Street ends off of Minnesota Avenue could be used for additional park and beach access parking between Franklin Park and Park Point Recreation Area.