



**TEMPORARY GREENWAY INSTALLATION
3000 – 3500 blocks of Irving Avenue North**

Updated June 2016

This document provides answers to commonly asked questions about the temporary greenway including responses to questions submitted by residents through various feedback channels. It will be updated regularly throughout the year.

Where will the temporary greenway be?

The temporary greenway has been installed on five blocks of Irving Avenue North between Folwell and Jordan Parks (the 3000-3500 blocks).

Why were these blocks selected for the temporary greenway?

These blocks were selected based on strong support for the greenway among residents living along these blocks (see [2014 Community Engagement Report](#)) and guidance from City Council President Johnson and City Council Member Yang.

How has the City engaged residents living along the temporary route and how do they feel about it?

The City and community organizations have conducted years of resident engagement along the 5-block temporary greenway route, including surveys in 2014 and 2015, multiple outreach events in the neighborhood, door-knocking and mailed letters to residents and property owners during the summer and fall of 2015. Survey results from 2014 showed high levels of support and low levels of opposition among people living on the temporary route; however, many share concerns about safety, crime, parking, and emergency vehicle access.

How can residents provide feedback on the temporary greenway?

Residents can provide feedback and report issues concerning the temporary greenway in any of the following ways:

- Contact Minneapolis 311 (call 612-673-3000 if outside Minneapolis city limits).
- Email the Minneapolis Health Department at healthyliving@minneapolismn.gov.
- Complete an online survey via a link on the [Northside Greenway project](#) website.
- Fill out a comment card located in the informational kiosks at either end of the temporary greenway.
- Share your thoughts at the June 25 grand opening event or at additional greenway events throughout the year.

How will the City respond to the feedback that residents submit?

The City is gathering feedback continuously and will use it to make real-time adjustments. The City will report the adjustments to the community on a regular basis.

Will emergency vehicles still have access to homes?

Emergency vehicles such as police cars, ambulances, and fire trucks will continue to have access to and along all five blocks of the temporary greenway.

Will Metro Mobility have access to houses on the temporary greenway route?

On the 3000 – 3400 blocks of Irving Avenue North, Metro Mobility will pick up and drop off residents in front of their homes as usual. On the 3500 block of Irving Avenue North, they will pick up and drop off residents using the alleys. In the event that alley access on this block is unsuitable, Metro Mobility will be able to pick up residents in front of their homes. For questions, residents can call Metro Mobility Customer Service: 651.602.1111 (TTY 651.221.9886).

Who will maintain the streets during the temporary greenway?

The City of Minneapolis will continue to maintain the public infrastructure, including sewer and water service, snow and ice control along open traffic lanes and the alleys. Contractors hired by the City will provide other maintenance, such as trash pickup, care for plants, cleanup of graffiti, and enhanced snow clearance on the greenway and in alleys.

Where can residents and visitors park?

Though parking will be reduced, residents and visitors can park on all blocks except the 3500 block of Irving Avenue North, which will be completely closed to residential vehicle traffic. Residents and visitors of this block can park in garages and parking pads behind their homes and on surrounding streets.

Can residents get access to the front of their homes for large deliveries that can't be accepted through the alley?

Yes, up to 30 minutes of access for commercial deliveries is allowed per City ordinance in No Parking zones.

What if residents need additional temporary access to the front of their house (examples: for construction, renovation, or moving vehicles)?

Residents can use the City's regular obstruction permitting process. Call 311 or find more information at www.minneapolismn.gov/mdr/streetusepermits/index.htm.

How safe will the temporary greenway be?

The greenway is intended as a place for people to gather and to travel through safely on bike and foot; however, like any street, pedestrians are safest on the sidewalks. Research shows that when new parks or green spaces are added in cities, safety usually stays the same or improves. The City worked with Xcel Energy to install two additional "night watch" lights in all alleys along the temporary greenway route.

How will success be defined for the greenway demonstration?

Residents' overall satisfaction and use of the greenway will be the most important measures of success. These will be measured via resident feedback, weekly observations, car counts, and bicycle/pedestrian counts. The City will also assess the impact of the greenway on traffic on adjacent streets and on indicators of crime and safety.

How long will the temporary greenway be in place and what will happen once it's removed?

Current plans call for the temporary greenway to remain in place for up to one year (approximately June 2017). The Minneapolis City Council will then decide whether or not to include permanent construction of the greenway in its long-term capital funding plans.

What does the temporary greenway cost and how is it funded?

The estimated cost for the temporary greenway is \$287,920 through June 2017. Ninety-three percent (93%) of the expenses are covered with funding from Blue Cross and Blue Shield of Minnesota and a Community Wellness Grant from the Minnesota Department of Health and the Centers for Disease Control.

FAQs ADDED JUNE 20, 2016

How was the temporary installation communicated to residents living on the blocks?

In 2016, residents and property owners on the five affected blocks of Irving Avenue North and the adjacent blocks of Humboldt and James Avenue North were notified of the temporary greenway installation via three written letters mailed to homes in April, May, and June 2016. In an attempt to differentiate these letters from other City mailings, envelopes were marked with a special Northside Greenway sticker above the mailing label. In addition to the letters, City staff and community partners visited every house along the affected blocks of Irving Avenue North on Saturday, May 14 and spoke with residents directly or left flyers for those residents who were not home or did not answer their doors. Additional outreach and engagement was conducted throughout 2015 to inform residents about the proposed temporary greenway and to gather initial feedback (these efforts are described previously in this document).

What kind of feedback has the City received so far?

As of June 17, the City has received approximately 110 comment cards, phone calls and emails from residents living directly along the route as well as in the broader community. In addition, City staff have spoken with dozens of residents at various community events including at the Greenway Assembly Party at Folwell Park (June 7), the Paint-the-Pavement event (June 11), a Northside Greenway Council meeting (June 14), and the Folwell Resource Fair (June 16). A wide range of opinions have been voiced including support for the project, opposition to the project, specific concerns, suggestions for improvements and clarifying questions (examples included below).

Positive impacts observed along the temporary greenway route

- More children playing outside and biking.
- Less garbage on streets and in yards.
- Reduced noise from cars and people.
- More meetings and interactions with neighbors.
- Safer and easier connection between parks.
- Less and slower car traffic.
- More welcoming place for families to gather and be outside together.
- Nice to have picnic tables to eat outside.
- Perceived positive impact on property values.

Concerns with the temporary greenway

- Children playing in traffic lanes.
- Service vehicle access issues for seniors and those with disabilities.
- Narrow traffic lanes; cars driving very close to parked cars.
- Speeding in the alley; cars getting blocked and hit in the alley.
- Feeling unsafe in the alley at night.
- Loss of parking in front of homes and in general.
- More garbage on some blocks.
- Confusing signs and markers at Lowry Avenue; crossing intersection is difficult.
- Low visibility of "No Turns" signs.
- Crosswalk signs in the middle of the road make turning off of Irving Avenue difficult.
- Painted pavement isn't color-coordinated with home colors.
- Fear of negative impact on property values.

Suggestions for improvement of the temporary greenway

- More litter receptacles to help keep streets and yards free of trash.
- Install a stop sign or other traffic calming features on Lowry and Irving.
- Add wooden rocking chairs or gliders.
- Add more amenities including art, plants and basketball hoops.
- Install speed bumps in alleys.
- Modify middle blocks to allow for one-way traffic, parking lane, and dedicated bike lane.
- Add signage or pavement markings to indicate where bikes and cars must share the lane.

The City will continue to collect feedback and regularly share summary reports back to the community on a regular basis starting in the end of July 2016 and quarterly thereafter.

How is the City responding to the feedback?

As a result of residents' feedback, the City has made the following immediate adjustments along the route:

- Moved crosswalk signs out of the crosswalks to provide more space for cars to pass through and turn.
- Moved traffic barriers to better accommodate emergency and service vehicles.
- Moved flower planters closer to curbs to allow for wider traffic lanes.
- Removed hammocks on the 3500 block.
- Trimmed two trees and lowered two "No Turns" signs on the northern end of the 3400 block to improve visibility.
- Installed additional litter receptacles on the 3000 and 3500 blocks.
- Worked with metro mobility and MPS to fix specific resident access issues.
- Anchored fixtures that were previously being moved by children to accommodate play.
- Installed two additional "night watch" lights in all alleys along the temporary greenway route.

The City acknowledges that residents' concerns with some aspects of the temporary greenway (e.g. reduced parking) cannot be easily addressed due to the very nature and intent of a greenway, which is to prioritize space for pedestrians and bicyclists over vehicle traffic. The goal of the temporary installation is to test various greenway conditions and better understand residents' experiences living with such compromises. The City will continue to carefully consider all feedback from residents and use the information to make real-time adjustments as well as long-term decisions.

Is the temporary greenway installation finished?

By June 25, the following additions and changes to the temporary greenway should be complete:

- Benches will be installed in the painted areas.
- Guideposts will replace orange cones to create protected spaces within the painted areas.
- Stencil art will be added to the painted areas.
- A bike fix-it station will be added to the 3000 block.
- A children's play area will be added to the 3500 block.

Why were the middle blocks (3200, 3300 and 3400 blocks) changed from the "half-and-half" design to the current "bike boulevard" design?

During the summer of 2014, the City shared a demonstration proposal that included a full greenway design on three blocks (3000, 3400, and 3500) and a half-and-half design on two blocks (3200 and 3300 blocks). Because the installation bids for this proposal exceeded the available budget for the temporary installation, the City revised the designs to their [current form](#). The temporary greenway allows residents to experience and provide input on all three of the design options (full greenway, half-and-half, and bike boulevards).

Why aren't there dedicated bike lanes on most blocks?

In accordance with the temporary greenway design plans shared with residents, the full greenway block (3500 block) includes a striped bike lane, while the half-and-half block (3000 block) has a protected space for bicyclists traveling southbound (bicyclists travelling northbound share the road with cars). The middle blocks (3200, 3300, and 3400 blocks) are bike boulevards, where bicyclists and cars share the traffic lane. In Minneapolis, bike boulevards do not typically have designated, striped bike lanes. The City will install additional signs or pavement markings on the 3200-3400 blocks to indicate that motorists and bicyclists should share the traffic lane.

How can bicyclists and motorists interact safely on the bike boulevards?

Bike boulevards are intended to prioritize bicycles over car traffic. Drivers may only pass a bicyclist at a safe speed and only if there is a legally safe passing distance of at least 3 feet. Bicyclists must obey all traffic signs and signals and must yield to pedestrians and motorists who have the right-of-way. This [video](#) shows bicyclists and motorists how to safely use this type of shared space.

What is the purpose of the bump-out areas on each block?

The bump-out areas, called chicanes, are designed to slow traffic and provide a protected area for people to gather.

How can children play safely on the greenway streets?

On the 3500 block, children are protected from motorized vehicles because the block is closed off to residential traffic. On the other blocks, children are protected from motorized vehicles on the sidewalks and painted bump-out areas, which are meant to be designated, protective spaces. While these are low-traffic streets, children and their caregivers should take the same safety precautions they take on any street.

How will the City effectively plow snow along the temporary greenway?

In addition to regular snow plowing, the City will conduct enhanced snow and ice removal on the greenway route and the alleys using smaller snow plows that allow for careful plowing around greenway amenities such as the picnic tables and flower planters.

For reasonable accommodations or alternative formats please contact the Minneapolis Department of Health at (612) 673-2301 or email healthyliving@minneapolismn.gov. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users can call 612-673-2157 or 612-673-2626. Para asistencia 612-673-2700, Rau kev pab 612-673-2800, Hadii aad Caawimaad u baahantahay 612-673-3500.