

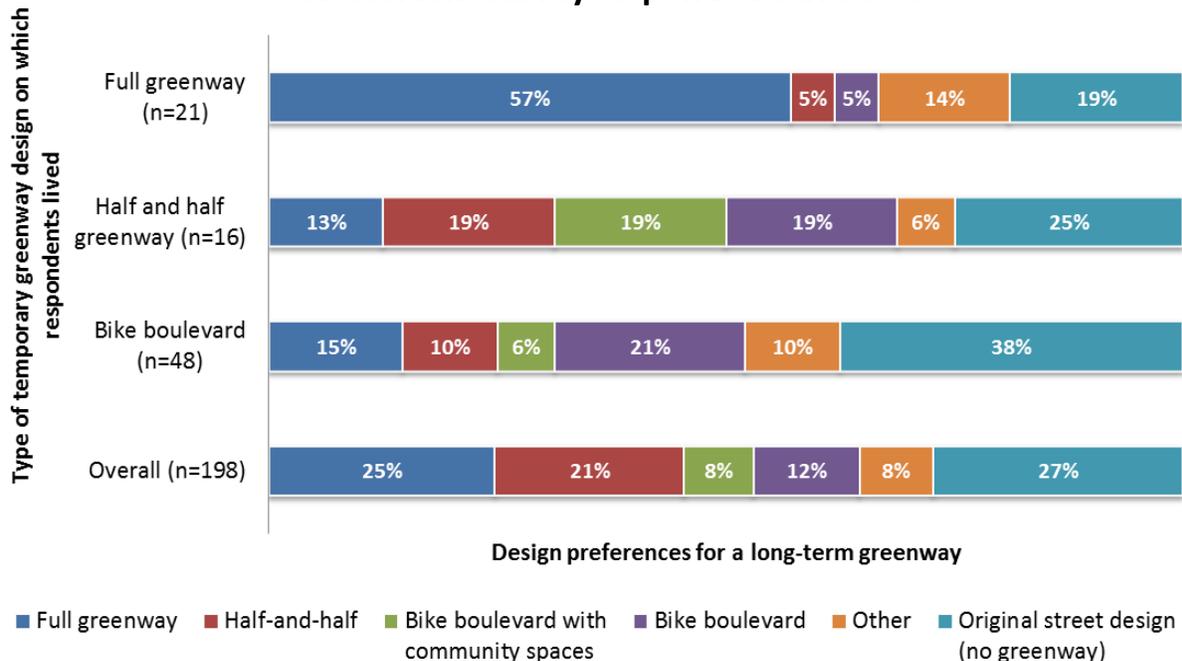
Executive Summary: North Minneapolis Greenway Evaluation Report

Since 2012, the departments of Health and Public Works have been exploring the possibility of converting low-traffic streets in north Minneapolis into a 3+ mile greenway. In 2016, the Health Department and Public Works installed a year-long temporary greenway on five blocks of the proposed north Minneapolis greenway route and conducted an extensive evaluation of the project. The temporary greenway tested three different designs, including a one-block full greenway, a three-block bike boulevard with community spaces, and a one-block half-and-half greenway. The City installed planters, benches, paint, posts, signs, and barricades on top of the existing street to create a greenway on a temporary basis. This executive summary outlines the methods and key findings of that evaluation; however, it does not make any recommendations or determinations about future greenway plans.

Finding 1: The majority of survey respondents (73%) want some form of greenway on their street, though interest in the different greenway types varies. The majority of residents living on the full greenway (57%) would like to see a full greenway permanently installed.

In the end-of-project survey, residents were asked what type of greenway design – if any – they would want permanently installed in front of or near their homes. Most residents (73% of all respondents) reported wanting some type of greenway installed on or near their blocks. On the full greenway block, the majority of residents (57%) supported the permanent installation of a full greenway. Residents’ opinions on the bike boulevard and half-and-half blocks were more mixed. A minority of respondents (27% overall and 38% on the bike boulevard) wanted to keep the original street in place (no greenway). Comments in the survey and input shared with the City during the project show that these respondents were strongly opposed to any greenway, largely because they were concerned about parking loss, cost, and safety. The small sample of rental property owners also showed varied design preferences, although 46% of that sample (six respondents) said they preferred the original street design.

Permanent greenway design preferences by type of temporary greenway design that resident survey respondents lived on



Finding 2: Residents living on different greenway designs had varying opinions about the greenway's impact on neighborhood conditions, such as noise, litter, parking and reckless drivers. More residents living on the full greenway said these neighborhood conditions got better, while more residents living on the bike boulevard said these conditions got worse. Responses from residents on the half-and-half greenway were mixed.

Survey respondents on the full greenway said many neighborhood conditions got better as a result of the temporary greenway. The majority of respondents said that disruptive noises (61%), social interactions (57%), safety outdoors during the day (61%), safety of kids (87%), and concerns about reckless drivers (52%) got better, and many respondents (44%) said that litter got better. Ninety two percent of respondents with children on the full greenway said that safety for kids improved. No respondents said that social interactions, safety outdoors during the day, or safety of kids got worse.

Survey respondents on the bike boulevard said many neighborhood conditions did not change or got worse as a result of the temporary greenway. The majority of respondents (54%) said that litter got worse; 57% of households with children on the bike boulevard said that safety for kids got worse. Half of the respondents said that concerns about reckless drivers got worse; although traffic speeds decreased from 22.1 MPH to 19.5 MPH and the total number of vehicles decreased by 25%. Residents said that the bumpouts on the bike boulevard were confusing to drivers and seemed dangerous, especially for children playing in them. Most respondents said that disruptive noise, social interactions, and safety outdoors during the day did not change.

Survey responses from residents living on the half-and-half greenway were mixed about the impact of the temporary greenway on neighborhood conditions. Half of the respondents said that safety outdoors during the day and safety of kids got better; among households with children, 71% said that safety for kids improved. Most respondents (56%) said that social interactions with neighbors did not change; half of respondents said that litter did not change. Responses were mixed for disruptive noise, safety outdoors during the day, and concerns about reckless drivers.

Although experiences varied by greenway designs, the majority of respondents living on all greenway designs thought that street parking got worse, reflecting the fact that a significant amount of parking was removed during the installation of the project.

Temporary greenway designs*

Full greenway



The one-block full greenway was closed to vehicle traffic and included a bike lane, planters, picnic tables, benches, and an information kiosk.

Bike boulevard



The three-block bike boulevard allowed two-way vehicle traffic and some parking. It also included large bump outs designed to slow traffic (later removed), bike boulevard symbols, crosswalks, and some intersection closures.

Half-and-half greenway



The one-block half and half greenway allowed one way traffic and parking on one side of the street. The other side of the street was separated from vehicle traffic and converted into community space that included a bike lane, picnic tables, an information kiosk, and planters.

**In 2017, the City initiated a greenways study, which further explores greenway typologies in Minneapolis.*

To learn more about the north Minneapolis greenway or to view the full evaluation report, visit: www.minneapolismn.gov/health/living/northminneapolisgreenway.

Finding 3: Many residents living on blocks adjacent to the temporary greenway said that most neighborhood conditions did not change. The exception was concerns about reckless drivers, which 47% said got worse. The amount of traffic on these blocks increased, but speeds did not.

Most residents who lived on streets adjacent to the temporary greenway said that neighborhood conditions did not change, or they selected “Don’t know/not applicable.” There was one notable exception – 47% said that concerns about reckless drivers got worse. Traffic count and speed data show that although vehicle speeds were similar on streets adjacent to the temporary greenway (at around approximately 25 MPH, on average), between 8% and 50% more vehicles (47 to 153 more vehicles) per day were driving these streets when the greenway was in place.

Finding 4: Most residents (69%) reported using the temporary greenway. Most commonly, people reported walking (53%). Children were frequently observed using the greenway, especially on the full and half-and-half greenways in areas blocked from vehicle traffic.

In the end-of-project survey, 69% of survey respondents reported using the temporary greenway in some way. Respondents who used the greenway most commonly reported walking, traveling to a destination, and biking. Among respondents with children in their homes, 64% reported using it for play; 83% of households with children on the full greenway and 71% households with children on the half-and-half greenway reported using the greenway as a play space. Staff frequently observed children using the greenway. In feedback shared with the City, some residents said that they rarely saw anyone using the greenway, while others said that they used it for things like walking and neighborhood events.

Finding 5: Overall, residents were satisfied with the information they received from the City and the opportunities to voice their concerns. Opinions about other City-provided services were mixed: residents living on the full greenway and half-and-half greenway tended to be more satisfied, and residents living on the bike boulevard tended to be more dissatisfied.

In the survey, the majority of respondents were satisfied with the information they received (60% satisfied and 28% dissatisfied) and the opportunities to voice their concerns (59% satisfied and 25% dissatisfied). Respondents were more split on other services, and their satisfaction depended on which greenway design they lived on. The majority of respondents living on the full greenway and the half-and-half greenway were satisfied with the responsiveness of City staff, garbage removal and repair and removal of damaged equipment; however, the majority of the people living on the bike boulevard were dissatisfied with these things. A similar pattern emerged with snow removal in both streets and alleys: people on full greenway and the half-and-half greenway were more satisfied than people on the bike boulevard blocks.

Evaluation methods

The evaluation of the temporary greenway measured the impact on neighborhood conditions, including parking and traffic speed; residents’ use of the greenway, residents’ long-term preferences for their streets; and residents’ opinions of City-provided services.

The City collected resident feedback, including:

- An end-of-project survey of residents (including 370 eligible households) and 95 rental property owners on the temporary greenway and within one block of it. The survey included questions about the temporary greenway’s impact on neighborhood conditions, resident satisfaction with City-provided services, use of the temporary greenway, resident preferences for a permanent greenway, and demographics.
- Community input shared with City staff throughout the project via email, phone calls, comment cards, Facebook, at community events, and while staff were on the greenway site.



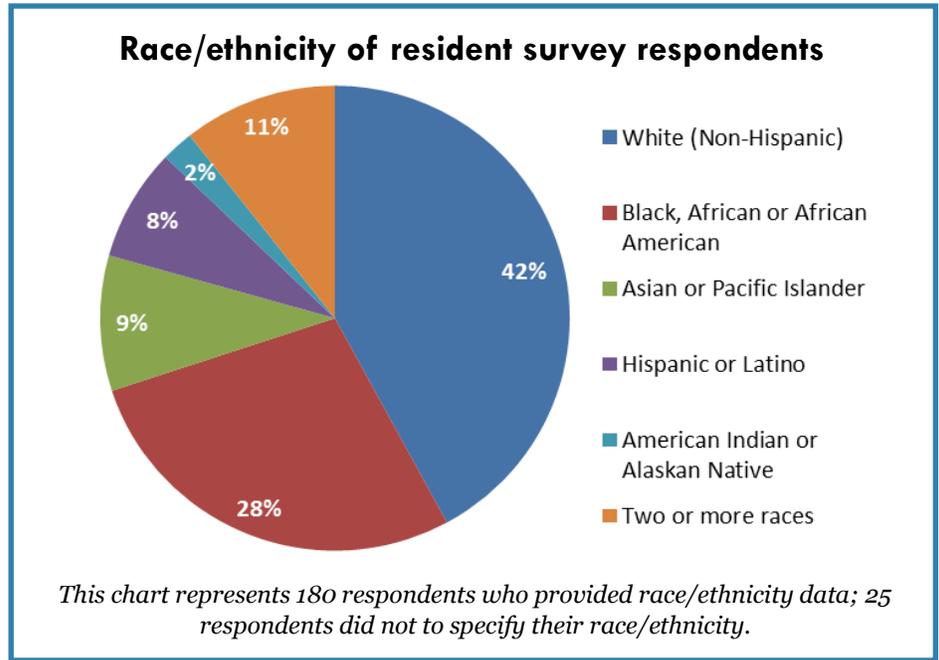
The City also conducted observations of the greenway, including:

- On-site observations during temporary greenway installation and parking observations during normal conditions. During observations, staff noted how many people were on the greenway, how they were using it, amount of litter, damage to greenway materials, counts of lawn signs in support and opposition to the greenway, driver compliance with crosswalks, and parking on the streets and in alleys.
- Observations of traffic counts and speeds on the greenway and in alleys, both while the greenway was and was not in place.

Survey response rates and respondent characteristics

The end-of-project survey had high response rates among the resident sample, with an overall response rate of 55%. Most people completed surveys by mail (40%) or in person (36%). The response rate of people living on the temporary greenway was even higher: there, 69% of eligible households completed the survey. Fifty eight percent of respondents were people of color, 25% were renters, and 45% had children living in their households. About two thirds of respondents had lived in their home for five years or more, compared to 20% who had lived there for one to four years and 17% who had lived there for less than one year.

Only 14 of 95 rental property owners completed surveys, with a response rate of 15%.



Conclusion

The evaluation data gathered as part of the project provides useful insights into residents' experiences on the greenway. This is especially true for the resident survey, which had a very high response rate, and was fairly representative of the population of the surrounding community. Overall, the evaluation shows that people living on different greenway designs had different experiences. On the full greenway, residents reported that many neighborhood conditions got better. They were also more satisfied with City-provided services than other blocks, and the majority wanted a full greenway installation to be permanently installed on their block. Residents living on the half-and-half greenway had more mixed responses about neighborhood conditions, and were similarly satisfied with City-provided services; 75% would like some sort of greenway installed on their street. In contrast, residents living on the bike boulevard more often reported that neighborhood conditions did not change or got worse, and they were less satisfied with City provided services; however, 62% still reported wanting some type of greenway on their street. The bike boulevard's original design, with bumpouts, proved to be mostly unpopular with residents.

The majority of residents (73%) indicated that they would like a greenway installed on their streets, although design preferences varied. A minority of respondents (27%) were opposed to a greenway on their streets. Going forward, any additional planning work should include more open-ended conversations with community to better understand what types of greenway designs residents would like to have on their streets.

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