

## Southern Bike Connection Public Feedback Summary

Minneapolis Public Works has proposed a route and several design options for the Southern Bike Connection. Both the route and the design options have evolved through the public participation process. Various iterations have been shared in the following ways:

- 3 layouts were posted on the City's website: 1 for 24<sup>th</sup> Street - <http://www.ci.minneapolis.mn.us/bicycles/24thst.pdf> and 2 for the remainder of the route - <http://www.ci.minneapolis.mn.us/bicycles/SBCLayoutOriginal.pdf> and <http://www.ci.minneapolis.mn.us/bicycles/SBCLayout2.pdf>.
- 3 public meetings were held: Thursday, August 19<sup>th</sup> (Stewart Recreation Center, 2700 12<sup>th</sup> Ave S); Monday, August 30<sup>th</sup> (Pearl Lake Recreation Center, 41 Diamond Lake Rd); Tuesday, October 12<sup>th</sup> (Bethel Lutheran Church, 4120 17<sup>th</sup> Ave S).



- Flyers for public meetings were distributed along **17<sup>th</sup> Avenue S** between 24<sup>th</sup> Street and Minnehaha Parkway, **12<sup>th</sup> Avenue S** between Minnehaha Parkway and 60<sup>th</sup> Street, and **24<sup>th</sup> Street E** between I-35W and Cedar Avenue.
- 2 presentations (along with opportunities for receiving feedback) were made to each neighborhood group along the route - including the Midtown Phillips, East Phillips, Powderhorn Park, Bancroft, Northrup, and Hale Page Diamond Lake neighborhoods. These meetings occurred throughout 2010.
- 2 emails were sent out to the City's bicycle list serve (~3,500 subscribers).
- Ballots were distributed at public meetings and posted on the City's website. 45 ballots were returned. A summary of ballot results can be found at the end of this summary.

In addition a working group tour was held with approximately 40 bicyclists on Monday, March 6<sup>th</sup>.



Comments were received in several ways:

- 3 public meetings (93 people attended resulting in 61 verbal comments)
- 14 neighborhood meetings (resulting in 69 verbal comments)
- 73 e-mails
- 3 phone calls

Sometimes comments included more than one topic, thus the total numbers above do not match the number of comments below.

### **Overall Issues:**

Comments were overwhelmingly in support of the project. 66 comments expressed outright support for the overall project, while 9 comments expressed outright opposition. These comments were directed toward the “Southern Bike Connection” project as a whole, and toward the “17<sup>th</sup> Avenue bike boulevard” portion of the project.

There was lesser support for the 24<sup>th</sup> Street and 12<sup>th</sup> Avenue portions of the project. 4 comments supported the proposed changes on 24<sup>th</sup> Street, 5 had concerns, and 5 were opposed. 4 comments supported the proposed changes on 12<sup>th</sup> Avenue, 12 had concerns, and 3 were opposed.

Bloomington Avenue was seen as an unfavorable alternative to both 17<sup>th</sup> Avenue and 12<sup>th</sup> Avenue. In the northern portion of the project, 4 comments supported the alternative of Bloomington Avenue instead of 17<sup>th</sup> Avenue, and 6 comments were opposed. In the southern portion of the project, 3 comments supported the alternative of Bloomington Avenue/54<sup>th</sup> Street instead of 12<sup>th</sup> Avenue, and 7 comments were opposed.

Miniature traffic circles were the most commented upon traffic calming device. 9 comments had outright support for the overall idea of traffic circles, 11 contained concerns and 6 comments were opposed.

Many comments were directed at specific locations. These comments can be found at the end of the summary

**All Comments categorized into Overall Issues:**

<i>Overall Issue</i>	<i>Position</i>	<i># of Comments</i>	<i>Specific Comments</i>
Southern Bike Connection Project	Supports the project	24 Comments	<ul style="list-style-type: none"> <li>- Supporter of the plan (5 comments)</li> <li>- Supports project despite opponents' negative views (expressed at public meetings) about bike projects (5 comments)</li> <li>- Wants more people to use bicycles (4 comments)</li> <li>- Supporter of traffic calming and other bike boulevard elements (6 comments)</li> <li>- Project needed for north-south bike commuters (2 comments)</li> <li>- Project needed for families with children (1 comment)</li> <li>- Project will be good for recreational cyclists (1 comment)</li> </ul>
	Opposes the project	5 Comments	<ul style="list-style-type: none"> <li>- Money should be spent on other things (2 Comments)</li> <li>- Bicyclists don't follow laws (2 Comments)</li> <li>- Nearby Park/Portland bike route is good enough (1 Comment)</li> </ul>
17 <sup>th</sup> Avenue Bike Boulevard	Supports a bike boulevard on 17 <sup>th</sup> Avenue	42 Comments	<ul style="list-style-type: none"> <li>- Supports 17<sup>th</sup> Avenue bike boulevard (24 Comments)</li> <li>- 17<sup>th</sup> Avenue is a better bicycling choice than other routes (9 Comments)</li> <li>- People already bike on 17<sup>th</sup> Avenue (4 Comments)</li> <li>- 17<sup>th</sup> Avenue is a good option for families, children and the elderly</li> </ul>

17 <sup>th</sup> Avenue Bike Boulevard (continued)			biking (3 Comments) - 17 <sup>th</sup> Avenue is a good choice for bike commuting (1 Comment) - 17 <sup>th</sup> Avenue needs traffic calming because of speeders (1 Comment)
	Has concerns about a bike boulevard on 17 <sup>th</sup> Avenue	13 Comments	- Would like to see parking removal on one side of 17 <sup>th</sup> (3 Comments) - Lighting is poor on 17 <sup>th</sup> Avenue (2 Comments) - There is a lot of traffic during rush hour (2 Comments) - The pavement condition is poor (2 Comments) - Doesn't want too many signs and pavement markings (1 Comment) - Worried that a bike boulevard will create cut-thru traffic (1 Comment) - Speeding is a problem (1 Comment) - Flooding is a problem between 43 <sup>rd</sup> & 44 <sup>th</sup> (1 Comment)
	Opposes a bike boulevard on 17 <sup>th</sup> Avenue	4 Comments	- There are already enough bike routes (2 Comments) - A waste of money (1 Comment) - The street is already calm and doesn't need traffic calming (1 Comment)
24 <sup>th</sup> Street Bike Lanes	Generally supportive of proposed changes	4 Comments	- Likes idea for wheel ramp on pedestrian bridge over I-35W (2 Comments) - Way finding would be helpful at Cedar Avenue (2 Comments)
	Has concerns about 24 <sup>th</sup> Street	4 Comments	- Poor visibility because of church hedge at intersection with 17 <sup>th</sup> Avenue (2 Comments)

24 <sup>th</sup> Street Bike Lanes (continued)			<ul style="list-style-type: none"> <li>- Double parking is a problem (1 Comment)</li> <li>- Doesn't want parking removed between Elliot and 10<sup>th</sup> Avenues (1 Comment)</li> </ul>
	Generally opposed to changes	5 Comments	<ul style="list-style-type: none"> <li>- 25<sup>th</sup> Street is a better option (2 Comments)</li> <li>- 24<sup>th</sup> Street is not safe for bicycling(1 Comment)</li> <li>- Shared lanes (sharrows) aren't a good idea (1 Comment)</li> <li>- A wheel ramp on the I-35W pedestrian bridge isn't good enough – should be a full ramp (1 Comment)</li> </ul>
12th Avenue	Generally supportive	4 Comments	- Supportive of the proposed ideas on 12 <sup>th</sup> Avenue (4 Comments)
	Has concerns	12 Comments	<ul style="list-style-type: none"> <li>- Marked crosswalks are needed if circles are installed and stop signs pulled (6 Comments)</li> <li>- Buses cause problems regarding this project (3 Comments)</li> <li>- Repaving is needed (3 Comments)</li> </ul>
	Generally opposed	3 Comments	<ul style="list-style-type: none"> <li>- Opposed to circles (2 Comments)</li> <li>- Bikers don't stop at stop signs (1 Comment)</li> </ul>

<p align="center"><b>Bloomington Avenue versus 17<sup>th</sup> Avenue</b> (northern portion of project)</p>	<p>Generally supportive of the Bloomington Avenue option</p>	<p>4 Comments</p>	<ul style="list-style-type: none"> <li>- Bloomington is a better connection than other options (1 Comment)</li> <li>- Bike lanes should be considered even though 17<sup>th</sup> Avenue is the clear priority (1 Comment)</li> <li>- Turn Bloomington into a bike boulevard (1 Comment)</li> <li>- Bike lanes are preferable to sharrows (1 Comment)</li> </ul>
	<p>Generally opposed to the Bloomington Avenue option</p>	<p>6 Comments</p>	<ul style="list-style-type: none"> <li>- Doesn't want to see parking removal (3 Comments)</li> <li>- Traffic is too fast near 48<sup>th</sup> Street (1 Comment)</li> <li>- Concerned about buses and bikes coexisting (1 Comment)</li> <li>- Don't need bike lanes on Bloomington because Park/Portland are nearby (1 Comment)</li> </ul>
	<p>Other alternatives should be considered</p>	<p>3 Comments</p>	<ul style="list-style-type: none"> <li>- 16<sup>th</sup> Avenue (2 Comments)</li> <li>- Cedar Avenue (1 Comment)</li> </ul>
<p align="center"><b>Bloomington Ave/54<sup>th</sup> St versus 12<sup>th</sup> Avenue</b> (southern portion of project)</p>	<p>Favors 12<sup>th</sup> Avenue</p>	<p>7 Comments</p>	<ul style="list-style-type: none"> <li>- Favors 12<sup>th</sup> Avenue</li> </ul>
	<p>Favors Bloomington/54<sup>th</sup></p>	<p>3 Comments</p>	<ul style="list-style-type: none"> <li>- Favors Bloomington/54<sup>th</sup></li> </ul>
<p align="center"><b>Traffic Diverters</b></p>	<p>Supportive</p>	<p>5 Comments</p>	<ul style="list-style-type: none"> <li>- Supportive of a traffic diverter primarily in the Bancroft neighborhood (4 Comments)</li> <li>- Interested in closing 1 or 2 blocks off to auto traffic in Bancroft (1 Comment)</li> </ul>
	<p>Opposed</p>	<p>2 Comments</p>	<ul style="list-style-type: none"> <li>- Opposed to a traffic diverter in the Bancroft neighborhood (2 Comments)</li> </ul>

Miniature Traffic Circles	Generally supportive	9 Comments	<ul style="list-style-type: none"> <li>- Supportive of traffic circles (6 Comments)</li> <li>- Snow plowing/maintenance will figure out how to work with traffic circles (3 Comments)</li> </ul>
	Has concerns	11 Comments	<ul style="list-style-type: none"> <li>- Snow plowing/maintenance could be a problem (3 Comments)</li> <li>- Maintenance and aesthetics could be an issue (2 Comments)</li> <li>- Parking ordinance should be posted near circles (2 Comments)</li> <li>- Pedestrian crossings would be more difficult (2 Comments)</li> <li>- Prefer to have all stop signs removed (instead of only 2) (2 Comments)</li> </ul>
	Generally opposed	6 Comments	<ul style="list-style-type: none"> <li>- Motorists won't understand how to navigate (2 Comments)</li> <li>- Opposed to stop sign removals (2 Comments)</li> <li>- Opposed to circles (1 Comment)</li> <li>- Opposed to circles but okay with north-south stop sign removal (1 Comment)</li> </ul>
Medians	Various opinions	3 Comments	<ul style="list-style-type: none"> <li>- Improving crossings of busy streets is a top priority (1 Comment)</li> <li>- Concerned about plowing around medians (1 Comment)</li> <li>- Concerned about maintenance of medians (1 Comment)</li> </ul>

26 <sup>th</sup> & 28 <sup>th</sup> Street Curb Extensions	Supportive and opposed to curb extensions	4 Comments	<ul style="list-style-type: none"> <li>- Curb extensions are a good idea (2 Comments)</li> <li>- Curb extensions would hurt cyclists on 28<sup>th</sup> Street (1 Comment)</li> <li>- Curb extensions would cause traffic to back up on 28<sup>th</sup> Street (1 Comment)</li> </ul>
Lake Street Crossing	Desires relating to crossing Lake Street at 17 <sup>th</sup> Avenue	5 Comments	<ul style="list-style-type: none"> <li>- Favors video detection (1 Comment)</li> <li>- Would like pavement markings for video detection (1 Comment)</li> <li>- Video detection at Lake is more important than at Chicago Avenue on 24<sup>th</sup> Street (1 Comment)</li> <li>- A priority intersection for improvement (1 Comment)</li> <li>- Pedestrian push buttons need to be functional (1 Comment)</li> </ul>
32 <sup>nd</sup> Street at 17 <sup>th</sup> Avenue	General Opinions	3 Comments	<ul style="list-style-type: none"> <li>- This is a priority intersection for improvements (2 Comments)</li> <li>- Motorists don't stop at this intersection (1 Comment)</li> </ul>
34 <sup>th</sup> Street at 17 <sup>th</sup> Avenue	Supports traffic circle	2 Comments	<ul style="list-style-type: none"> <li>- Blocks is ready to maintain a traffic circle (1 Comment)</li> <li>- Traffic circle would be beneficial because of nearby accident on 18<sup>th</sup> Avenue (1 Comment)</li> </ul>
	Opposed to traffic circle	4 Comments	<ul style="list-style-type: none"> <li>- Does not want it (2 Comment)</li> <li>- Not enough traffic to be warranted (1 Comment)</li> <li>- Visibility at intersection is poor (1 Comment)</li> </ul>

36 <sup>th</sup> Street at 17 <sup>th</sup> Avenue		1 Comment	Supports traffic circle
38 <sup>th</sup> Street Crossing	Desires relating to crossing 38 <sup>th</sup> Street at 17 <sup>th</sup> Avenue	5 Comments	- This is a priority intersection (3 Comments) - Would like a pedestrian median (1 Comment) - Would not like curb extensions because they would hurt cyclists on 38 <sup>th</sup> Street (1 Comment)
39 <sup>th</sup> Street at 17 <sup>th</sup> Avenue		1 Comment	Supports traffic circle (instead of 40 <sup>th</sup> Street)
40 <sup>th</sup> Street at 17 <sup>th</sup> Avenue	Supports traffic circle	2 Comments	- Would like to see a traffic circle (2 Comments)
	Opposed to traffic circle	1 Comment	- Would concentrate traffic on 39 <sup>th</sup> Street (1 Comment)
42 <sup>nd</sup> Street Crossing	Supports changes	6 Comments	- A dangerous intersection with a need for a pedestrian median
43 <sup>rd</sup> Street at 17 <sup>th</sup> Avenue	General opinions	3 Comments	- Opposed to traffic circle (2 comments) - Would like speed bumps between 43 <sup>rd</sup> & 44 <sup>th</sup> Streets since there would be 3 intersections on 17 <sup>th</sup> without a stop sign (1 comment)
46 <sup>th</sup> Street Crossing	General opinions	10 Comments	- Favors median over curb extensions (4 comments) - A dangerous crossing (2 comments) - This crossing is not as dangerous as 42 <sup>nd</sup> Street (1 comment) - Does not favor curb extensions because it's

46 <sup>th</sup> Street Crossing (continued)			harder to see in the winter (1 comment) - Believes that curb extensions blocking views in the winter is not a big deal (1 comment) - Do 2 curb extensions instead of 4 to save money (1 comment)
Minnehaha Creek Bike Path Connection	General opinions	10 Comments	- Favors a connection between 17 <sup>th</sup> Avenue and the bike path (5 comments) - Wants a well-marked crossing (3 comments) - This crossing is a priority improvement location (1 comment) - This crossing is not that important (1 comment)
51 <sup>st</sup> Street at 12 <sup>th</sup> Avenue		5 Comments	- Opposed to traffic circle
53 <sup>rd</sup> Street at 12 <sup>th</sup> Avenue	General opinions	4 Comments	- Would like a 4-way stop added (2 comments) - Would like pedestrian crosswalk added (1 comment) - Speed bumps aren't needed because people don't speed on 12 <sup>th</sup> Avenue (1 comment)
56 <sup>th</sup> Street at 12 <sup>th</sup> Avenue	Supports traffic circle	1 Comment	- Likes idea but knows neighbors don't like change
	Has concerns about traffic circle	4 Comments	- Doesn't want pedestrians to be put in danger with removal of north-south stop signs and would like pedestrian crosswalks (3 Comments)

56 <sup>th</sup> Street at 12 <sup>th</sup> Avenue (continued)			- Doesn't understand reason for circle but wants a safe bike route for children (1 Comment)
	Opposed to traffic circle	2 Comments	- Opposed to circle
Miscellaneous	Various general topics	8 Comments	<ul style="list-style-type: none"> <li>- Would like improved pedestrian crossings (2 Comments)</li> <li>- Opposes speed bumps (1 Comment)</li> <li>- Interested in education (1 Comment)</li> <li>- Wants data on value of project (1 Comment)</li> <li>- Wants smaller bike boulevard pavement markings (1 Comment)</li> <li>- Wants community art as part of project (1 Comment)</li> <li>- Opposes speed bumps (1 Comment)</li> </ul>
	Various topics specific to location (north to south)	8 Comments	<ul style="list-style-type: none"> <li>- Stop signs need to be removed on 17<sup>th</sup> Avenue at 25<sup>th</sup> &amp; 27<sup>th</sup>, otherwise there are 5 stop signs in a row (1 Comment)</li> <li>- The Midtown Greenway should be connected to the project (1 Comment)</li> <li>- Something flashier needed in Phillips (1 Comment)</li> <li>- Too many stop signs on 17<sup>th</sup> Avenue between 32<sup>nd</sup> &amp; 38<sup>th</sup> Streets (1 Comment)</li> <li>- A traffic circle at 17<sup>th</sup> Avenue &amp; 41<sup>st</sup> Street would make plowing at the church more difficult (1 Comment)</li> <li>- Speed bumps are needed on 17<sup>th</sup> Avenue between Minnehaha Parkway and 47<sup>th</sup> Street (1 Comment)</li> </ul>

Miscellaneous (continued)			- Wants a trail connection through Solomon Park (1 Comment) - Worried about losing parking on Bloomington Avenue south of Hwy 62 (1 Comment)
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## Ballot Results:

Ballots were distributed to solicit the priorities of the public. Options included various project elements, such as traffic circles, medians, and curb extensions. Required project elements such as “bike boulevard” and “bike lane” pavement markings and signs were not included as options.

Voters were asked to prioritize elements in order to spend the available budget. The available budget does not allow for all project elements to be complete. The most up-to-date iteration of the ballot can be found here:

<http://www.ci.minneapolis.mn.us/bicycles/ProjectBallot.pdf>.

45 ballots were submitted. Ballots were typically submitted by supporters of the project. Therefore the results do not reflect opposition to certain project elements such as miniature traffic circles.

Element # (see ballot)	Description	Ranking	Scored Points	Available Points	Number of Votes
2	Video Detection at 17 <sup>th</sup> /Lake & 24 <sup>th</sup> /Chicago	1	4.7	15	32
14	Curb Extensions on 17 <sup>th</sup> Ave at 46 <sup>th</sup> St	2	5.6	15	31
4	Traffic Circle on 17 <sup>th</sup> Ave at 32 <sup>nd</sup> St	3	5.7	15	36
6	Traffic Circle on 17 <sup>th</sup> Ave at 36 <sup>th</sup> St	4	5.8	15	32
5	Traffic Circle on 17 <sup>th</sup> Ave at 34 <sup>th</sup> St	5	5.8	15	28
7	Traffic Circle on 17 <sup>th</sup> Ave at 40 <sup>th</sup> St	6	6	15	29
13	Median on 17 <sup>th</sup> Ave at 42 <sup>nd</sup> St	7	6	15	31
3	Curb Extensions on 17 <sup>th</sup> Ave at 26 <sup>th</sup> & 28 <sup>th</sup>	8	6.1	15	26
12	Median on 17 <sup>th</sup> Ave at 38 <sup>th</sup> St	9	6.3	15	31
9	Traffic Circle on 17 <sup>th</sup> Ave at 45 <sup>th</sup> St	10	6.6	15	28
8	Traffic Circle on 17 <sup>th</sup> Ave at 43 <sup>rd</sup> St	11	6.7	15	27
11	Traffic Circle on 12 <sup>th</sup> Ave at 56 <sup>th</sup> St	12	6.8	15	28
1	Wheel Ramp on 24 <sup>th</sup> St at I-35W	13	8.1	15	30

Furthermore, project element # 10 (traffic circle at 12<sup>th</sup> Avenue & 51<sup>st</sup> Street) and #15 (speed bumps on 12<sup>th</sup> Avenue between 52<sup>nd</sup> and 53<sup>rd</sup> Streets) were not included because the number of votes received (11 for each) was too low for fair comparison.