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**Lyndale Neighborhood Association**

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April 27, 2010

Shaun Murphy, NPT Coordinator  
Minneapolis Public Works,  
350 S 5th Street, Room 233,  
Minneapolis, MN 55415

RE: Proposed Bike Lanes on 1<sup>st</sup> and Blaisdell Avenues

Dear Shaun,

I'm writing to provide you with input on the proposed bike lanes for 1<sup>st</sup> and Blaisdell Avenues. The following recommendations were approved at the April 12, 2010 LNA Board Meeting and at the April 26, 2010 LNA General Membership Meeting.

LNA conducted fairly extensive outreach to inform community members about this project, this included several articles in the Lyndale Neighborhood News, information on [www.lyndale.org](http://www.lyndale.org), numerous mentions in the Lyndale E-News, neighborhood meetings, fliering the impacted areas prior to the public meeting, holding a discussion at LNA's April General Membership meeting, cohosting the public meeting with the City and Kingfield Neighborhood, as well as phone calls, emails, and in-person visits with people living or working along the impacted streets.

The recommendations are based on input received from dozens of Lyndale community members throughout this process.

### **Recommendations**

1. LNA fully supports the addition of dedicated bike lanes on 1<sup>st</sup> and Blaisdell Avenues.

*Rationale: The comments received have been overwhelmingly in favor of adding dedicated bike lanes on both 1<sup>st</sup> and Blaisdell Avenues. The comments received are generally 7 to 1 or so in favor of the bike lanes. Those opposed to the bike lanes generally do not live on either 1st or Blaisdell Avenues. The addition of bike lanes would further LNA's efforts to create a more sustainable community and would promote a more pedestrian friendly built environment.*

2. LNA supports the proposed alignment along Blaisdell Avenue with the bike lane being added along the west side of the street. This alignment would still include two drive lanes and parking on the east side of the street.

*Rationale: The proposed alignment on Blaisdell Avenue would be similar to the alignment between Franklin and Lake Street in Whittier. All of the Blaisdell specific comments have been in favor of this alignment.*

3. LNA supports the addition of four way stop signs at 33rd on both Blaisdell and 1st Avenue.

*Rationale: Many people have expressed a desire to see traffic slowed some on both streets and feel that stop signs would help and would make it a lot easier for people to cross both streets. This would also help alleviate the problem of trying to cross Blaisdell on 33rd from east to west, where it is extremely difficult to see oncoming traffic. There have been several comments in favor of lowering the speed limit to 25 mph. The LNA Board did not feel that reducing the speed limit to 25 mph would be effective, considering both streets currently have 30 MPH speed limits and traffic regularly moves at between 40 to 50 mph.*

4. LNA supports the addition of a dedicated bike lane on 1<sup>st</sup> Avenue between 36<sup>th</sup> and 33<sup>rd</sup> streets on the inside of the current east side parking lane. LNA recommends that parking still be allowed in this stretch of 1<sup>st</sup> Avenue on Sunday's only. LNA does not recommend creating a situation where the bike lane and parking share the same space during part of the week.

*Rationale: There is no clear consensus related to parking along 1st Avenue. Opinions have been fairly divided between the addition of parking along the east side of the street. This option would preserve the status quo on parking while adding the bike lane. Under this configuration it would be relatively simple to add parking on Saturday or during the week if people along the street felt it was warranted. Most of the feedback received was between neutral to supportive of reducing the number of driving lanes to one along 1<sup>st</sup> Avenue.*

Please let me know if you have any questions or would like any additional information on LNA's recommendations. I would also like to thank you for your time and energy during the planning process. It has been nice to work with someone at the City who values collaboration with community members and who is willing to be open to their ideas.

Sincerely,



Mark Hinds  
Executive Director

CC: Council Member Meg Tuthill  
Council Member Elizabeth Glidden  
Sarah Linnes-Robinson, Kingfield Neighborhood Association