

2nd Street Resurfacing and Pedestrian Improvements

Open House Summary | April 10, 2023

Background

During the summer of 2023, the City of Minneapolis is planning a street resurfacing project on 2nd Street between 13th Ave S and 2nd Ave S and on one block of 13th Avenue S from 2nd Street S to West River Parkway. The aim of this project is to identify opportunistic pedestrian safety improvements that can be installed in coordination with street maintenance project.

On the evening of March 21, 2023 Public Works held an open house to present the recommended design concepts for the corridor, to collect feedback, and to share information on next steps. The meeting included poster boards to share information on work completed to-date, and table top maps to show the proposed design. Staff was available to talk with participants, answer questions, and take comments.



Participants were encouraged to share their feedback directly with staff, by writing directly on the maps at the meetings, or by filling out a comment form. This document includes a summary of the key themes from the meeting. A transcript of the written comments received is included as an attachment.

Meeting Overview

Date/Location

- March, 21. 4:30 – 6:30 p.m.
- The Depot, Pavilion Room (225 3rd Ave S, Minneapolis MN 55401)

Purpose

- Present the recommended design concept for the 2nd Street Improvement Project
- Share key themes from community input and explain how that input was considered in the proposed design for 2nd Street
- Answer questions and solicit feedback on the proposed design for 2nd Street
- Discuss next steps and construction schedule

Promotion

- Post mail letter to all adjacent residents and property owners
- Email blast to project email list
- Direct invitation to neighborhood groups

Event Summary

A total of 124 people signed into the event and at least 40 people attended but declined to sign in. A total of 35 comment forms were submitted, and 12 comments were written directly on the maps displayed at the meeting.

The following is a summary of the key themes from the verbal and written meeting comments. A transcript of the written comments submitted via comment forms is included as an attachment to this document.

Pedestrian Safety

Pedestrian safety was a recurring theme. Several expressed support for the pedestrian safety related project elements, including the addition of crosswalks, pedestrian crossing safety improvements (i.e., medians and islands), and the narrowing of the street to better manage vehicle speeds.

Multiple people expressed a desire to add cross walks and other safety improvements at the intersections between 2nd Street and 9th Street, 12th Street, and West River Parkway.

Vehicle Speeds

Vehicle speeds were an important issue at the meeting. Many people expressed a desire to better manage vehicles speeds and to prevent speeding and reckless driving. Suggestions included more enforcement and the addition of speed bumps.

Bike Facility

There were a number of comments about the recommended two-way bike facility. Some people oppose the bike facility because they feel it would detract from pedestrian safety. Others were supportive of the bike facility because it will better manage vehicles speeds (narrows the street) and because there are many people who bike in the area.

Trucks and Loading/Unloading

There were a some comments about making space for moving trucks, delivery trucks, and busses to park to accommodate loading and unloading.

Property Specific Comments

There were a number of comments related to property specific issues. The following is a listing of some of these issues.

- The Legacy: Concerned about congestion on 13th Street which can limit access to the parking garage.
- The Carlyle: Concerned about too much activity (e.g., people walking, people biking, parked cars, etc.) surrounding the vehicle driveways. Suggest removing on street parking.
- The Guthrie: There was a suggestion to create additional drop-off space (a loading zone already exists). Also a suggestion for additional signage to encourage bikers to be aware.

Attachment 1: Comment Form Transcripts

Comment
<p>Hello! Thank you for all the work that you do! I would like to comment please, do not put up those plastic thin barriers on 2nd street. The barriers that are so unsightly and are all around town. What an eyesore! They make our streets look dirty and collect garbage. Snow removal is more difficult around the plastic barriers. They are constantly mangled and broken. Our streets looked so much better prior to the placement of these. Please take them all down throughout the city. Thank you. Thank you for all the work that you do!</p>
<p>Really like most aspects of the project: Bike lane, pedestrian islands, bump-out for intersections, more narrow traffic lanes. I am concerned about: Enforcement of signs and speed reduction, the need for 3-way stop at River Road and 11th, Legacy garage entrance back-up at high-traffic periods. Drivers need a turn lane, they are currently using bike lane to pass the line waiting to enter Legacy and this will eliminate that option.</p>
<p>Residents of the legacy have two issues with the redesigned 13th Ave. First, moving trucks have no space to park on 13th with the new design. We have two primary entrance doors- the front lobby and on 13th Ave. We do not allow movers to come through our lobby, therefore 13th Ave is the only entrance for moving trucks. The new design allows no space for large moving trucks. Where can they go? Second, traffic backs up on 13th as people are trying to get into the Legacy parking garage. People are also trying to get to River Road. It can back up all the way to 2nd St. The best solution for 13th may be to repave and restripe and leave it as is.</p>
<p>Please give more attention to how bikers will know what to do when they turn at the intersections (? Path marked in intersection for turning bikes?) and how cars can know what bikers are supposed to do when turning into an intersection. Thank you for the opportunity to give feedback.</p>
<p>At 9th Ave and 2nd St; restrict parking on 2nd St. Remove 1 car spot on each side of 9th Ave.</p>
<p>Would prefer crosswalks at 9th Ave and 2nd St. If not possible, you should at least improve visibility by setting back parking 30 feet. You've added crosswalks at Park Ave but not 9th Ave.</p>
<p>First, thank you for working toward improving 2nd St and the safety of our neighbors. My remaining concern is what is happening at 9th Ave and 2nd St. Currently, you have no improvements being made to this intersection. I ask you reconsider for many, obviously overlooked reasons. There is a great deal of foot and car traffic at 9th because of the hotel, the Guthrie ramp and resident parking. It is very dangerous to try and pull out onto 2nd from 9th- making a left turn is treacherous. If one parking spot could be opened on either side of 9th to see traffic, that would be helpful. Also, please at least do a painted crosswalk somewhere off of 9th! If no crosswalk, maybe flashing lights that alert drivers of pedestrians.</p>
<p>It would be great to re-do sidewalks on 1st St between 3rd and 5th, or at least between 4th and 5th. Cracked, buckled and gapped... it is a hazard with huge increase of foot traffic at Owamni. Thank you.</p>
<p>I think recommendation "B" is friendlier for those senior citizens on walkers who might not be able to complete the crossing in total. It allows them to rest at mid-point. I applaud the bike lanes being separate from the auto traffic- much safer. Having traveled widely in Europe, the focus is on citizens walking capability. This focus lends to further usage by the citizens and community connections. Thank you for your work.</p>
<p>Please reconsider and add speedbumps.</p>
<p>I suggest a 4-way stop at River Road and 11th. Many people cross over to the park from the river walkway and cars move fast through there. It's a natural place for a 4-way stop.</p>
<p>Please keep in touch with the Guthrie Theater Board of Directors. Thank you for this opportunity to see, discuss and understand.</p>
<p>1. Right turn on 11th, 2. Too narrow when streets aren't ploughed, 3. Dividing strip too wide, 4. Recommend a tax on bikes to pay for those costs, 5. Handicapped person will have problems.</p>
<p>I like the protected bike lanes. I wish elevated/tailed crosswalks could be funded. Aggressively protect the bike lane on 13th Ave because drivers park in the bike lane here. I would like to see a few parking spaces converted to tree wells to reduce the temperate at street level.</p>
<p>Extremely disappointed. The bike lane with the cement divider is insane. I'm a member of the DMNA and our group is 100% against the protected bike lane. Why do the bike coalitions in our city have so much power? The plan will now require pedestrians to cross a cement barrier, then cross 2 bike lanes with bikes and scooters,</p>

Comment
and then reach the sidewalk. Also, it's very concerning that the original plans called for the protected bike lanes to be on the north side of the street, but then were changed to the south side immediately after the Guthrie, Farmers market, and Mill City Museum objected.
I am against this plan because of the additional costs that will cause our taxes to increase. Even with federal funds, the money still is paid by taxpayers. I am against this plan.
I live in the Carlyle. Our parking garage opens onto 2nd St. It will be very dangerous for people exiting our garage to be able to see around the cars parked on the street. We will face many obstacles to a safe entry onto the street, with cars going past pedestrians and now more bikers, too! Get rid of the onstreet parking or someone will be hurt, I'm afraid.
Remove pedestrian island at corner of 2nd and 11th and add right turn lane. Traffic from Vikings and concerts backs up on 2nd and this will restrict traffic.
Please look at 2nd St west of 3rd Ave S.- where Carlyle residents exit the garage. Drivers have NO view of oncoming cars and bikes traveling west when exiting the garage. They must pull into the bike and driving lane to see if there's oncoming traffic or...
Please pave the missing part of sidewalk just east of the 3rd Ave bridge and 1st St intersection (river side of street).
Could the area on 2nd St by the Carlyle be looked at? We need to watch for parked cars on both sides of entrance and a bike path. In order to see, we need to come out half into the street and pray no one on a bike or car is coming west bound. Just a matter of time till someone gets hurt.
As a business owner of a Senior Living Community, Abitan Mill City, I am interested in seeing a traffic circle at the intersection of S. 2nd St and 5th Ave. This will slow traffic dramatically all day and provide safe crossing for pedestrians.
Will the crosswalks be raised or have speed bump-like sections within them? My hope is yes, as this will also help control driving speeds.
2nd St and 11th Ave intersection really needs a light system instead of a 4-way stop. It is a very dangerous intersection for pedestrians. People get confused by the 4-way stop, drivers get aggressive and ignore pedestrians. They don't look, plain and simple.
No parking after 11pm M-Sa on Gold Medal Park, 2nd.
Raised crosswalk. Asphalt pavement. Drainage issue. ADA issues. Ped. ramps. At 2nd St and 5th Ave.
I work for the Guthrie and my comments/feedback are: 1. Could we get some drop-off space that is dedicated during certain hours- maybe two parking spots on each side of where our sidewalk juts out. We have matinees on Wednesdays at 1pm and evening performances that start at 7:30pm- if those four spots could be designated as a drop-off zone from 12-1pm on Wednesdays and 6-7:30pm Tuesday-Sunday, that would greatly help those with mobility issues who are being dropped off. Otherwise, people dropping off just have to stop and block traffic, which will now be unable to drive around those stopped due to the narrowing of the street width. 2. For the safety of those biking, can the word "caution" or other warning be painted on the bike path as you approach the car exit of the Riverside parking ramp?
It looks good to me.
Supporting the proposed plan! I bike the street quite often. Greatly appreciate the protected 2-way facilities. Southside placement does seem best (same side as the entrance to the trail under 35W).
Importance to us as a family with young children: Must slow down cars on 13th, potentially look to making it safer to cross 13th at the corner to get to Cedar Riverside neighborhood. Must make the bike lanes fully protected from traffic and cars parked there. More drawn crosswalks so drivers are more aware or looking for pedestrians crossing.
The redesign does not address the most pressing issue of speed but rather emphasizes bike lanes. Even if this is a "high" use corridor for bikes, few bikes use the lanes on a regular basis. Also, bikers do not pay for the expense these lanes incur. This design also does not sufficiently slow traffic, especially the street road racing that occurs in the evening. Where will buses for the museum, Guthrie and moving vans park? This plan does not meet the needs of the neighborhood!

Comment
This proposal is a step in the wrong direction. There should be only one protected bike lane on 2nd St and one on 11th Ave (which has two). The large 280 unit Bridgewater Condo garage entrance and exit is on 11th. This is where moving vans and delivery vans park. The next result of the whole project will do nothing good for the local citizen, except give us a newly surfaced roadway. Have a nice day and be on the lookout for the 0.01% of the population that rides bikes.
Please include 2nd St west of 3rd Ave in the recommended redesign! And think about creating a dog walking area (relief area) PLEASE! We need pet areas much more than we need additional bike lanes. Otherwise, recommended redesign is all good! Thank you.
Design and upgrades look great! As someone using a wheelchair, I am very happy with the additional cut outs being added.
Very surprised that traffic count data is down with so many new residents in this area. Incredulous, actually. We need more traffic controls- stop lights at Portland, 5th and 11th.