



FIRST AVENUE SOUTH

Public Engagement Summary: September 2022

City of Minneapolis



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Introduction

The City of Minneapolis plans to reconstruct First Ave. S. between Lake St. and Grant St. including the Midtown Greenway Bridge. This project will improve safety and mobility for all people and modes of travel; install an All Ages and Abilities bikeway as a part of the Whittier-Lyndale Bikeway Project; meet green stormwater requirements; add plantings and trees; and accommodate property access for residents, businesses, and visitors.

Upgrades for First Ave. S. includes new sidewalks, ADA pedestrian ramps, bicycle accommodations, new pavement, curb and gutter replacement, and utility improvements. Construction is anticipated to begin in 2024 and will last through 2025.

The community along the corridor is highly diverse with a mix of cultures, races, ethnicities, abilities, and includes a range of socio-economic statuses. The corridor also has a mix of housing, small and large businesses, and industrial/commercial spaces.

From August through September 2022, the city conducted a third phase of community engagement. Community feedback from previous phases helped develop a proposed concept and design for First Ave. S. During phase three of engagement, the proposed design was presented to stakeholders. Questions and comments were gathered on the proposed designs. The following summary outlines what engagement occurred, what was heard and learned.

Community Engagement

Between August 1 and September 20, the city used a variety of methods to share the proposed design for First Ave. S. and to get public input. This included:

- Creating an informational video.
- Hosting a public open house in Loring Park.
- Creating an online survey and an online interactive map for the public to provide comments and feedback on the project designs.
- Posting signs on the corridor with images of the proposed designs and questions about the designs. People shared their input by connecting to the online site through a QR code.
- City staff presented the proposed design and heard feedback from staff and participants at BLIND, Inc. – an organization that provides training to people with visual impairments.
- Presentations given to Whittier Alliance and Steven’s Square Neighborhood Association.
- Presentations given to the City of Minneapolis Bicycle Advisory Committee and the Pedestrian Advisory Committee.
- Engagement staff attended the Minneapolis College of Art and Design’s MFA Fall Art Show.
- Street engagement was conducted adjacent to Steven’s Square Park.



What we learned

According to Vision Zero Minneapolis and the High Injury Network, nine percent of roads in the city account for seventy percent of serious or fatal crash injuries. First Ave. S. is one of these roads. The city's goal is to reduce the amount of serious and fatal crashes on streets like First Ave. S. Community feedback supported the data and many people raised concerns about pedestrian and bicycle safety throughout the engagement process.

The proposed design addresses safety concerns by using design elements including curb extensions, narrow crossings, widened sidewalks, leading pedestrian phase at traffic signals, a separated/protected bikeway, improved signage, better sight lines, improved intersection alignment and upgraded street lighting.

Key findings

Overall, there was a positive reaction from stakeholders when sharing the proposed designs for First Ave. S., whether online or in person. Safety for pedestrians and cyclists stayed at the top of the list of concerns and many people commented that the proposed design will alleviate their concerns. Most people appreciated the widened sidewalks and separate and protected bikeway. Parking remained a top concern among residents who relied on driving a vehicle in the area.

Most people liked the idea of more green space, stormwater infrastructure and still preferred native plants to grass or sod. Delivery and emergency vehicle access remained a concern but after hearing about the changes made to the design with a mountable curb for emergency vehicles, many people said that was a good solution. Aside from more parking, the proposed design alleviated most of the concerns raised in previous engagement.

Communications and Engagement Activities

The following communications and engagement activities were used from August 1 to September 20 to share proposed designs and gather public input.

Self-guided Walking Tour and Online Survey

The First Ave. S. walking tour consisted of a series of bright, eye-catching signs along the corridor. These signs displayed place-based design concepts, project information and questions asking about preferred type of green space, preference for raised crossings and other design elements. The signs directed people to scan the QR code to take an online survey and leave comments on the proposed design.

This activity generated over 360 survey responses. There was a positive response to the use of the walking tour – and it led to further online engagement and in-person attendance at the public open house.

From the survey results, we learned the responses to the proposed designs were generally favorable. The proposed designs of 31st St. to Lake St., and Franklin Ave. to I-94 generated



Image 1: Self-guided walking tour sign on First Ave. S.

the most mixed reviews. Two proposed designs: the Midtown Greenway Bridge and the Midtown Greenway to Cecil Newman Ln. had 100% positive reviews.

Over half of the respondents identified as male. 58% were between ages 21-35. The overwhelming majority of respondents were White or European American. Many respondents lived on or near First Ave. S.

For the question about raised crossings: out of 54 responses, 98% preferred raised crossings to regular crossings. For the type of protected intersection, most preferred raised crossings (see figures 1 and 2 below). When it came to type of greenspace, respondents overwhelmingly preferred native plantings to grass or sod (99% chose native plants). **For the full survey data and comments, see Appendix A.**

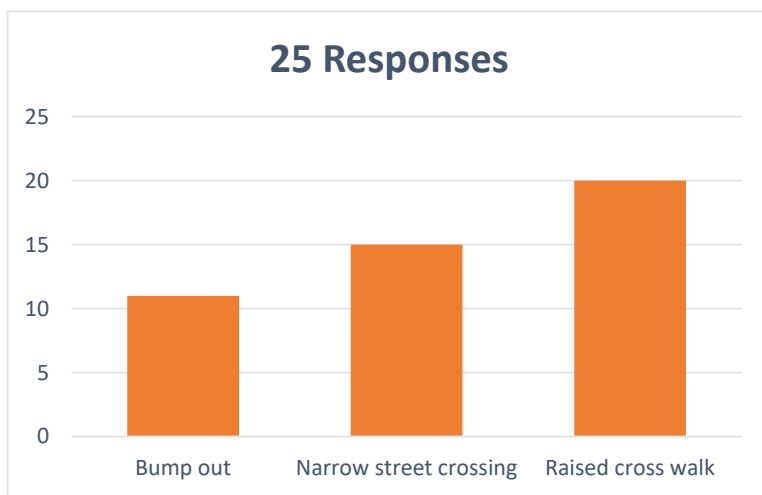


Figure 2: Preference for types of protected intersections.

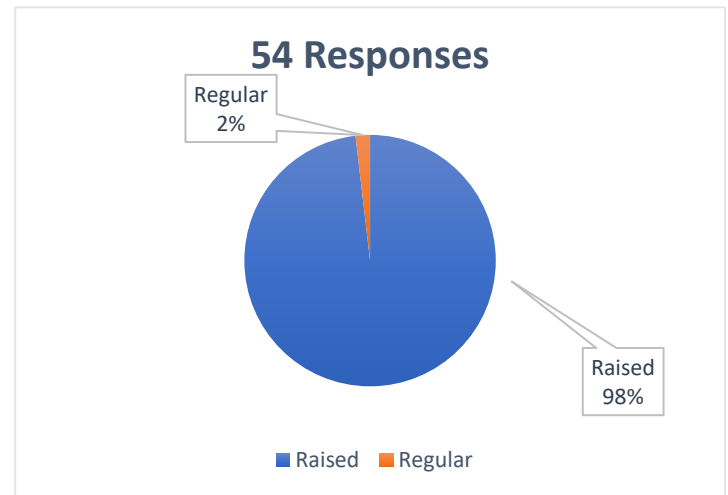
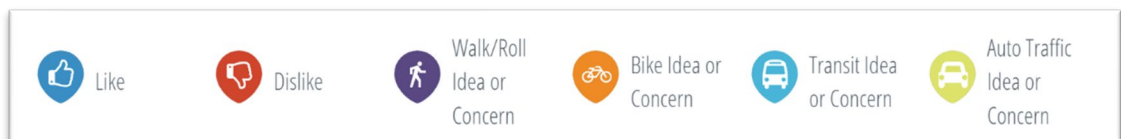


Figure 1: Preference for raised vs. regular crossings.

Online comment map

An online interactive map was available for people to provide comments and identify issues, concerns or questions on the project corridor. The interactive map was promoted on the project website, email and at the virtual public meeting. Between August and September, 39 new comments were submitted. Comments were categorized as:

Comment Highlights



Category	Comment
Walk/Roll Idea or Concern	<ul style="list-style-type: none"> Would like advanced pedestrian signals along the entire corridor Install bump outs at 19th St. Use concrete instead of paint/bollards at 22nd St. considering high volume of visually impaired people walking/rolling Add raised crossings along the entire corridor

Bike Idea or Concern	<ul style="list-style-type: none"> Intersection at Grant St. difficult to navigate due to cars parking in the bike lane Add protected bicycle queue areas at 15th and 28th Streets. Disrupted visibility for cars creates danger for northbound bikes coming off a big hill at 19th St. Need bike signals at all controlled intersections Have signage alerting drivers to the two-way bike lane Allow gaps in concrete for cyclists to make turns at 24th St. Garbage trucks use the bike lanes going the wrong direction between 26th and 27th Streets Separate bikes from cars at 28th St., like at Blaisdell and Lake Streets Do not narrow bike lane near Lake St. What will the transition from the existing bike lane south of Lake St. to the new 2-way bikeway north of it look like? Historically confusing for bikers and drivers Transition from at Lake St. from east side to west side is dangerous, make sure it takes place on the far side Would be nice to have protected connection between the Midtown Greenway ramp and First Ave. S. via Cecil Newman Ln.
Auto Traffic Idea or Concern	<ul style="list-style-type: none"> Delivery drivers block traffic Cars drive in bike lane between Franklin Ave. and 22nd St. Drivers park too close to the stop signs on 25th St. near First Ave. S. Concerned about one travel lane with high volume of emergency vehicle traffic near Signe Burckhardt Manor Transit lane frequently blocked by deliveries and rideshare stops between 26th and 27th Streets Install traffic lights on near side of the intersection, before the zebra stripes, at Franklin Ave.

See a full summary of online walking tour comments in Appendix B.

Minneapolis College of Art and Design MFA Fall Show

Engagement staff attended the Minneapolis College of Art and Design MFA Fall Show on Friday, September 9 from 4:30-7:00 p.m. to share information about the First Ave. S. project. Staff interacted with seventeen people by sharing information about the project including the timeline and information about Green Stormwater Infrastructure. People were also encouraged to take the online survey to learn more and share feedback. Most participants were ages 18-50. Participants included students, staff, and family or friends of students.

Many students were familiar with the walking tour boards along First Ave S. and the stormwater infrastructure displayed on them. There were concerns about the current parking tendencies of drivers interrupting the bike lane.

One couple was bothered by the curb updates near their home because it slowed down turning at corners.

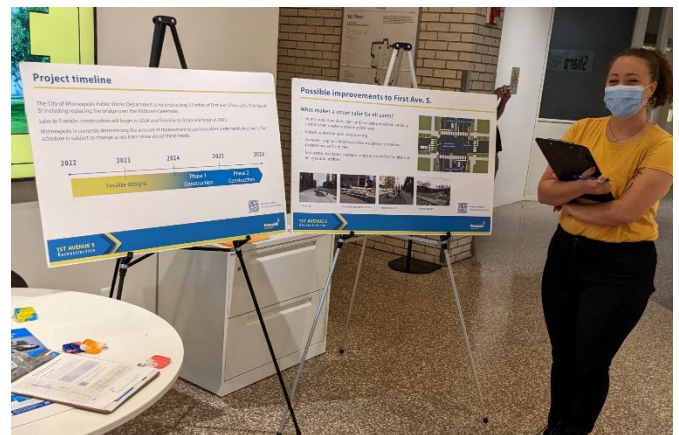


Image 2: Engagement staff at the Minneapolis College of Art and Design show

Street Engagement

Engagement staff distributed information and obtained feedback from people traveling along First Ave. S. on September 14, 15, 16, and 22. Staff spoke with people commuting to work and waiting at bus stops near Franklin Ave. and First Ave. S. The main goal was to engage residents and commuters on First Ave. S. and increase awareness of the project. This was achieved by showing the relevant corridor design concepts and directing them to the project and survey websites. Another goal was to promote the project open house.

Of the 33 people interacted with, 48% were Black or African American, and 36% were White or European American. The remaining 16% were Hispanic or Latino/a, Asian or Pacific Islander, or Liberian. Of the 33 people, 33% were between the ages of 21-35; 33% were ages 36 - 50, and 22% were 51-64. The remaining 12% was split equally between ages 0-20 and 65+. Eight of the people live on or near First Ave. S. Most people interviewed walked/rolled, biked, or took public transit along First Ave. S.

Key highlights

- Cyclist safety was mentioned multiple times by cyclists, drivers, and those who walk and roll.
- Many people either walked or biked to get to work.
- Overall, there was positive feedback about the proposed green space and stormwater improvements
- Traffic speed was a top concern for all transit users.
- Parking came up as an issue with those who drive.
- Residents of First Ave. S. frequently commented that cars are constantly pulling in and out of the limited spaces. With the reconstruction, this wouldn't be the case, and crashes wouldn't be as frequent.

See full summary of street engagement in Appendix C.

Open House

An open house was held on Monday, September 19 from 4:30 to 6:30 p.m. This event was promoted through the Loring Park Neighborhood Association (CLPC)'s newsletter and social media. It was also shared with their volunteer list and Nicollet Businesses. The Midtown Greenway Coalition posted event details on social media. The City of Minneapolis shared it with the project email list and posted on Nextdoor. A promotional mailer was sent to approximately 3,100 addresses located within two blocks of the project corridor. Sandwich boards publicizing the event were placed near the venue, which drew additional parkgoers.

Thirty stakeholders attended the open house. Overall, participants were pleased with the design and engagement efforts thus far. Overwhelmingly, people liked the designs and especially the addition of green space and a separate, protected bikeway. Some bicyclists who attended had concerns about getting to or from First Ave S. via bike, especially on the north end of the corridor, but overall thought the proposed designs looked good. There was general positivity towards



Image 3: Attendee looking at the design layout at the Public Open House

attention to emergency services and delivery vehicles in the proposed design. There were concerns about losing parking in this area. One attendee wanted to see signals placed on the near side of intersections to discourage vehicles from creeping into the intersection at a red light. **See transcript of comments in Appendix D.**

Community Presentations

Over the course of several weeks, the City of Minneapolis Public Works presented the proposed design for First Ave. S. to several community organizations and groups.

BLIND, Inc. Presentation

A presentation was given to stakeholders on Tuesday, September 20 from 1:00- 2:00 p.m. at BLIND, Inc. – an organization that provides training to people with visual impairments.

The primary concerns this group previously shared were the use of curbless corners and not having differentiation between the bike and pedestrian path. The proposed design addresses these concerns by not using curbless corners and by using both green space and tactile strips between the bikeway and the sidewalk for differentiation. Participants expressed appreciation for the way their concerns were addressed. In addition, participants asked questions and shared their perspectives on design elements including the use of tactile strips and raised crossings. BLIND, Inc. provided a three-dimensional tactile map of the intersection of 22nd Street and First Ave. S. showing design features of the cross-section. **See Appendix E for a full summary of feedback from BLIND, Inc.**



Image 4: Participants touching a cross-section of 22nd Street and First Ave S.

Stevens Square Neighborhood Association

A presentation was given to the Stevens Square Neighborhood Association on Monday, September 12 at 7:00 p.m. Attendees were pleased with the considerations made for emergency vehicles, the addition of trees and green space, and the added spaces for walking and biking. They raised concerns about accommodations for delivery vehicles, losing parking spaces, the lack of street lighting, and would like the city to consider ways to improve aesthetics and add community space in their neighborhood.

City of Minneapolis Bicycle Advisory Council

A presentation was given to the Bicycle Advisory council on September 13, 2022. Questions from the council included:

- Will there be signage to alert people biking that emergency vehicles may use the bikeway?
- What is to keep other vehicles from driving on the bikeway?
- Can the design be changed so that only a portion of the block has a mountable curb? Does it need to be the whole length of the block?
- Can the mountable curb be painted for higher visibility?
- Can a raised crossing be added at Cecil Newman?
- Can the paved 3' buffer be reduced and the extra width added to the landscaped area?

- Is the bikeway going to be flush with the top of the curb or will it be lower?

In addition, a participant mentioned that tree preservation is important, and that Plymouth Ave. was a good example of a roadway project that preserved existing trees. They wanted the city to notify property owners of why any tree was being removed if it was for poor health because there is often a narrative that bikeways cause tree removal.

City of Minneapolis Pedestrian Advisory Council

A presentation was given to the Bicycle Advisory council on September 15, 2022. Questions and comments from the council included:

- What is the plan for the triangle space at 15th Ave.?
- A participant mentioned they were happy to see that a leg of 16th Ave. was being closed.
- Concern was expressed about maintaining too much parking.

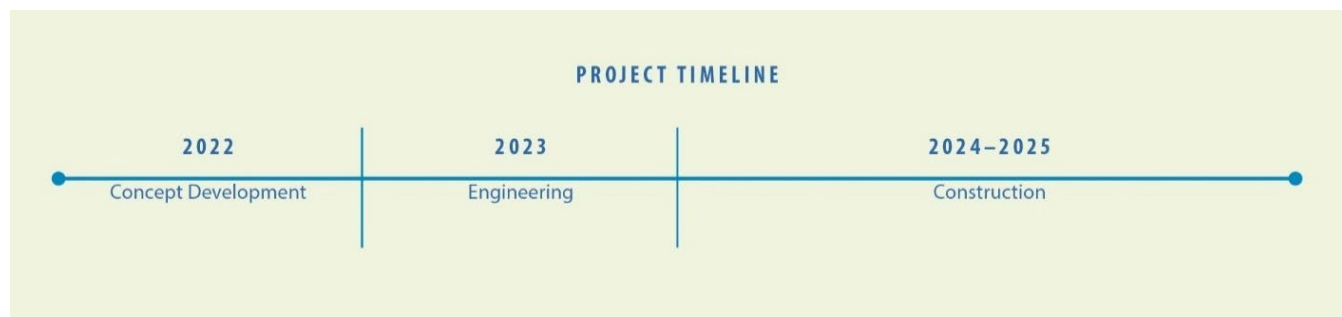
Whittier Alliance

A presentation was given to the Whittier Alliance Housing and Land Use Committee on September 20, 2022. Overall, there was support for the raised, sidewalk-level bikeway and the extra protection that the curb provided. Questions and comments from the committee included:

- Is the bikeway going to be the same elevation as the buffer?
- Why was the roadway widened for emergency vehicles?
- The bikeway has a lot of potholes. Can it be repaved before the road is reconstructed?
- A participant that uses the bikeway urged the design team to pay special attention to the turns at the intersecting bikeways at 28th, 26th, and 24th Streets. It can be confusing for people biking to navigate the turns and ramps and understand whether they are supposed to ramp up at the intersections.
- Many participants thought that Nicollet Ave. would be a better option for a bikeway and wanted to know who to talk to about that.

Conclusion and next steps

In all, the engagement efforts to date helped the project team understand primary concerns from stakeholders including pedestrian safety, access, green space, bicycle safety, parking and overall safety. The project team took stakeholders' needs, along with the needs of the fire department and city policy into consideration when creating the design and the reaction has been overall very positive. Next steps include presenting the proposed layout to city council in October with detailed engineering to follow. Construction will begin in 2024.



Appendix

Appendix A: Online survey data and survey comments

Comments from Online Walking Tour Survey

Area	Comment
31 st to Lake St.	<ul style="list-style-type: none"> Please upgrade this from flex posts to a protected bikeway such as concrete barriers or solid bollard. The bi-directional bikeway is welcome. The 3' buffer should be raised to keep drivers out of the bike lane Delineators are not adequate protection. The bikeway should either feature rigid protection (planters, concrete barriers, curbs, etc.) or be at sidewalk level. It should also be at least 10 feet wide; 8 feet is quite narrow. I imagine the sidewalk could be 8 feet instead of 10. The sturdier the barriers between bikes and cars the better. I like that the bikes are separated from the cars. I have the flex posts - they don't work, and it needs a concrete curb. Flappy straws do not protect vulnerable road users. This signals to drivers that cars can enter the bike lane anywhere they please. I've encountered many drivers who park in the unprotected lanes and on numerous occasions seen them use the bike lane as a passing lane. Where will the bike lane transition from the east side of 1st Ave to the west side? Need more green areas and less road for the car.
Lake St. to the Midtown Greenway	<ul style="list-style-type: none"> Put the boulevard between the sidewalk and the bikeway to delineate pedestrian and bicycle space. Trees should prevent pedestrians from walking on the bikeway and vice-versa. Widen the bike lane to at least 10 feet by narrowing the opposite boulevard from 7.5 feet to 5 feet, and possibly narrowing car lanes as well. Feels really protected. Love the natural tree/grass barrier between bike/ped and cars! I like the separate bikeway and sidewalks, and the trees. I wish it had only one driving lane like further north. Good use of space. I wish we did fully protected intersections.
Midtown Greenway Bridge	<ul style="list-style-type: none"> Bike lane is too narrow - widen to 10 feet by narrowing travel lanes. 13 feet is wider than a freeway lane and will encourage speeding. The concrete barrier is good, trees would be better. This needs only one driving lane, like further north. Good use of space. I wish we did fully protected intersections.
Midtown Greenway to Cecil Newman Ln.	<ul style="list-style-type: none"> Reduce the vehicle lane width and give the extra width to the bike path for a 10-foot bike path. Place the boulevard between the sidewalk and the bike path Anywhere cars are crossing a bike lane they should be slowed down before they cross and forced to make sure it is safe from all directions. Good use of space. I wish we did fully protected intersections.
Cecil Newman Ln. to 28 th St.	<ul style="list-style-type: none"> Good to have bike path and sidewalk separated by grass! Increase the width of the bike lane to 10 feet by taking away from the travel lane, and possibly the opposite boulevard. I love the addition of a bike lane however does this still leave room for busses? It's important to preserve access to mass transit

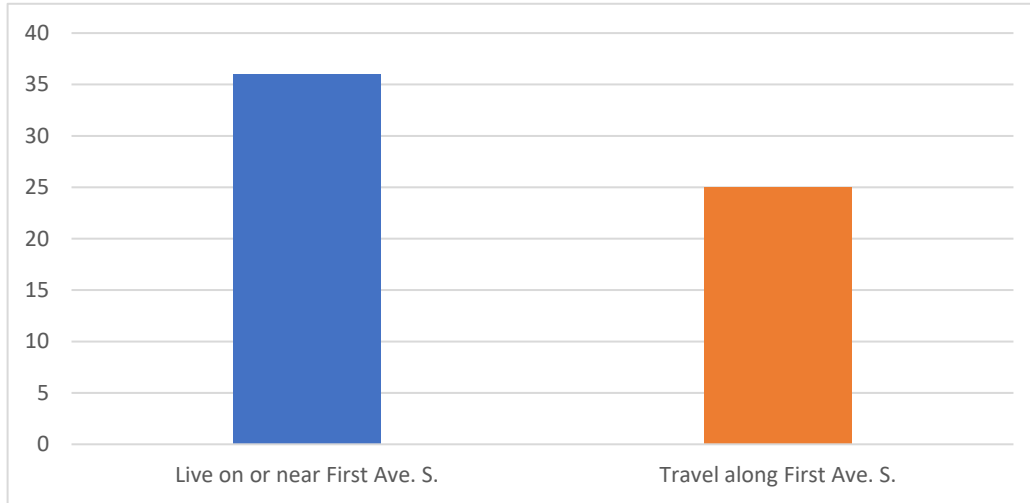
	<ul style="list-style-type: none"> • Please revert prior design with 2 northbound car traffic lanes. The mix of other features (bike lane, boulevard, and parking) is less important and can be whatever • It's hard to judge this without buildings shown in the mock, but as a cyclist and runner, it is definitely a nice improvement • 13-foot driving lanes are too wide! Make them 11, which is still wide enough for a bus. • Slow down cars! Make them pay attention!!! • Good use of space. I wish we did fully protected intersections.
28th St. to Franklin Ave.	<ul style="list-style-type: none"> • Replace the grass with native plantings. Otherwise, this layout is awesome. I bike along this route regularly. • love to see protected bike lanes! more please! • I would prefer one-way bike lanes on both sides of the street, wide enough so two people could bike side-by-side. It would be difficult with that two-way bike path to also have room to pass. • Looks great. Would be even cooler if you were able to plant the buffer with blue stem or other ornamental grass. • Please make the bikeway protected with concrete barriers! • Yeah get rid of the dope den that use to be a place of worship on 1st Ave and 28th streets it is really bringing our community down 24 hour doing drugs on the steps of the church 24 hours of noise and gun shots the city really does need to get rid of that church it has been like this ever since Simpson house took over they claim to help people get their own apartments but I've been living across the street from this place for almost a year and the same people that I see when I moved in last November are still in that dope den across the streets nothing has changed none what so ever • Looks great! • The concrete divider is amazing! It's needed ASAP for cyclist safety • Bike lane should be wider and car lanes narrower. Buffer should be vegetated. Should be chicaned like the new Bryant! • Good to have bike path and sidewalk separated by grass! Increase the width of the bike lane to 10 feet by taking away from the travel lane, and possibly the adjacent boulevard. • 100% support, looks like a great proposal to me!! • More space for native plants would be ideal. The small sliver of space next to the sidewalks isn't adequate. Further, the way the trees are spaced out now is too far apart. The saplings are struggling in their current arrangement. Many of the kinds of trees planted on first Ave (chokecherries/serviceberries/etc.) do better in groves- not alone. • I very strongly support the protected bike lane! • Please revert prior design with 2 northbound car traffic lanes. The mix of other features (bike lane, boulevard, and parking) is less important and can be whatever. • OMG PLEASE YES. I bike down 1st Avenue multiple times a week and it's never safe. Every single time there's a vehicle parked or stopped in the bike lane, cars turning left into you with no protection, and there are an egregious amount of potholes on the bike path. The current layout is still one of the better bike options in the area yet it's STILL a failure for anyone not in a car. I love this plan, thank you! • I'm concerned about plowing the past snow in winter. Will the plows be able to get through?

	<ul style="list-style-type: none"> • 13 feet is too wide for the driving lane. Make it 11, still room for a bus. Move the trees between the bike lanes and the driving lanes. • Appreciate the off-street bike path. • Everything Minneapolis does to change the streets makes it worse taking the parking away makes it incredibly difficult for service providers plumbers mechanics and emergency services stop ruining our town • I like the raised concrete separation so people can't drive or park in the bike lane • Much better than the current bike lane where cars can park, and people still drive down it going the wrong way thinking it is for cars. • Slow down drivers and FORCE them to pay attention and look for bikes and pedestrians in all directions • It takes away parking spots, not as many bikers use the bike lane it as • Love bike safety • make it go all the way down south just like Blaisdell. Add barriers at cross streets so cars don't mistakenly turn in. • I think the raised partition between the car and bike transit lanes should be narrower (and therefore also taller, to better protect bikers) because the single car transit lane is too narrow to allow for the many things that will invariably happen in this lane, necessitating passing space wide enough for a car. For example, what happens when there's a taxi drop-off, food or package delivery, or a driver struggling to parallel park? It would be good if there's just enough space for transit to still (slowly, safely) occur for drivers while a temporary blockage occurs along the right edge in the transit lane. Aside from wanting more space for this feature of usage, I am very pleased with the new design. I drive, but far more often walk, along 1st Ave all the time. I like that care is being taken for ped safety, as well as drainage and more green space. Thanks! • Actual good use of the space! • Great that the bike lane is isolated from traffic for biker safety! • Less parking & more people-focused infrastructure! Thanks :) • The fact that it's a 1-way street now makes it really hard to park on the street (I live here), I'm worried about how other drivers will deal with not being able to go around a parker by using the bike lane, like they currently do • 100% support. Minneapolis needs more of this. Make this the #1 safest and most desirable city for non-vehicular modes.
Franklin Ave. to I-94 Bridge	<ul style="list-style-type: none"> • Your proposal is the most asinine thing I have seen to date other than tearing down all the beautiful trees over in the Cedar Hearst neighborhood to put in a train. This is Minnesota people are not going to give up their cars to bike to work especially in -40° winter weather. This is a residential neighborhood with mostly rentals with very little parking lot space therefore people utilize street parking and it's always packed full of vehicles. If you take away the parking where the f*ck are people going to park unless you were going to give people a parking lot to park for free. What we have going on first Avenue from Franklin to the bridge is fine the way it is don't fix it if it ain't broke. There are many other streets in the city that need assistance this Street first Avenue between Franklin and the freeway bridge is fine. I think it's time the city residents start suing the city planners over shit like this because you are ruining our city. It's become completely uninhabitable by the decisions that have been made in the past 10 years. All of this sh*t going on in the city is

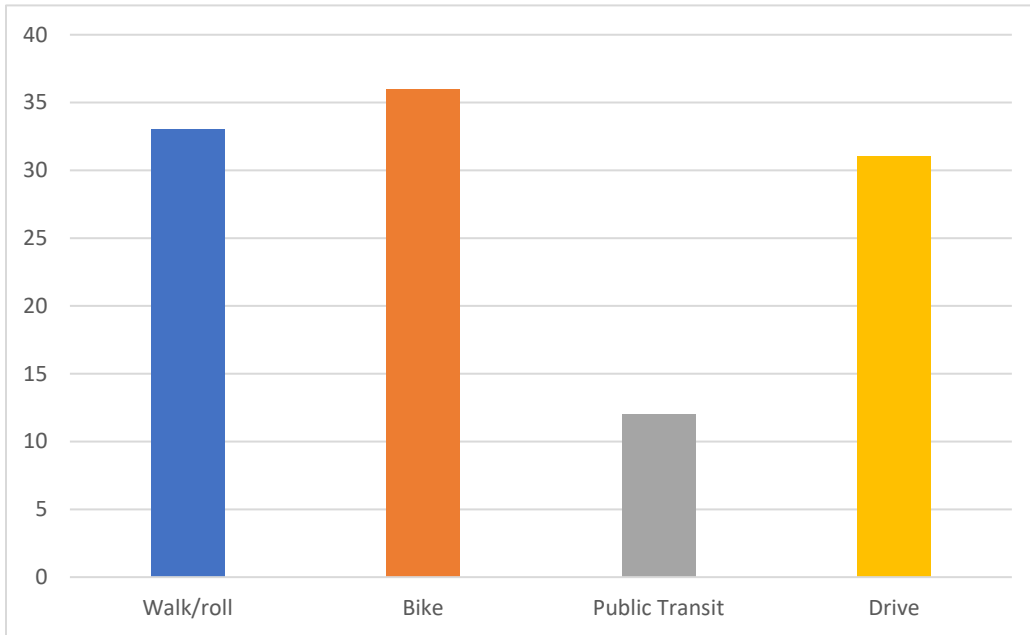
	<p>your fault because of the building the luxury condos now here comes the crime the gang wars the cops everything is on you guys.</p> <ul style="list-style-type: none"> • Good to have bike path and sidewalk separated by grass! Increase the width of the bike lane to 10 feet by taking away from the travel lane, and possibly the adjacent boulevard. • Protected and raised bike lanes are a vastly safer alternative to the ineffective plastic pylons placed on existing road infrastructure. I would ideally like to see these on every major thoroughfare in addition to more public transit infrastructure. The simplest solution to traffic and parking is disincentivizing car usage and ownership. • You already screwed up 1st Ave enough by moving the bike lanes, especially with the 90 degree turns. Just irresponsible. Also irresponsible, is reducing that much parking. The community is already stretched thin enough for parking, and this just makes it worse. Considering how snow emergencies are never enforced in this area, this is also a safety risk to the community. • Stop with all the bike lanes! • Please revert prior design with 2 northbound car traffic lanes. The mix of other features (bike lane, boulevard, and parking) is less important and can be whatever. • 13 feet is too wide for a driving lane. 11 is wide enough for buses. Why aren't the trees between the bikes and the drivers? • My kid bikes to the FAIR School downtown and uses this route. Any improvements to increase bike safety are very welcome!
15 th St. to 14 th St.	<ul style="list-style-type: none"> • MORE TREES AND GRASS!!! • Separate the sidewalk and bikeway by putting the boulevard in between. Increase the width of the bikeway to 10 feet by taking away from the boulevard. Since there seems to be so much excess right-of-way width here, consider adding parking to one side. Some simple math would indicate that you could fit a 10' bikeway, two 5' boulevards, and 8' of parking, all while maintaining 8' sidewalks on both sides. Vehicle lanes could be narrowed as well. • Nice to have this! I'm 32. • 12-foot lanes are very wide and encourage fast driving! This spot only needs 1 lane, remove one of the lanes.
14 th St. to Grant St.	<ul style="list-style-type: none"> • Wish there was more green space and less road for the cars • A concrete bench or two might be nice! • Remove one driving lane and add a boulevard by the sidewalk side that's missing one and widen the other one. At a minimum, narrow that 12' travel lane! • I like this because it removes the temptation of those who are going to Loring Towers from parking in this existing bi-directional bike lane there on the west side of 1st Ave S. Bollards would be good to prevent parking on the off-street trail. • Glad to see physical barrier between bike path and road

Online Survey Data

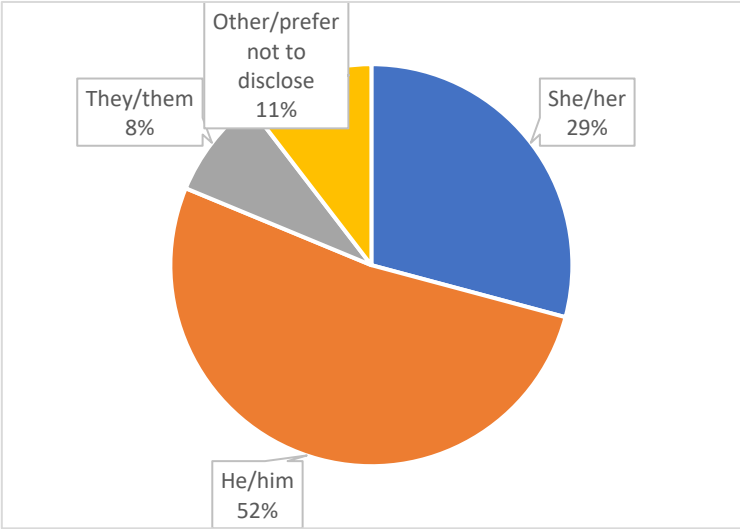
Demographics: Relationship to First Ave. S. (Note: Some respondents selected both.)



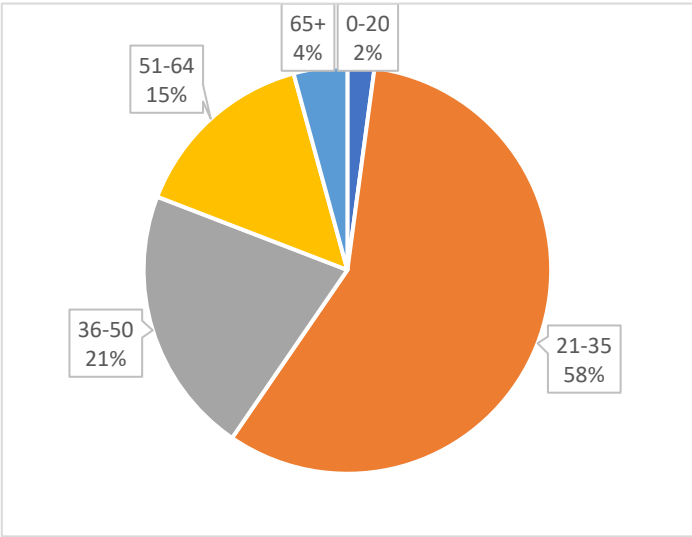
Demographics: Mode of transportation along First Ave. S. (Note: Some respondents selected more than one.)



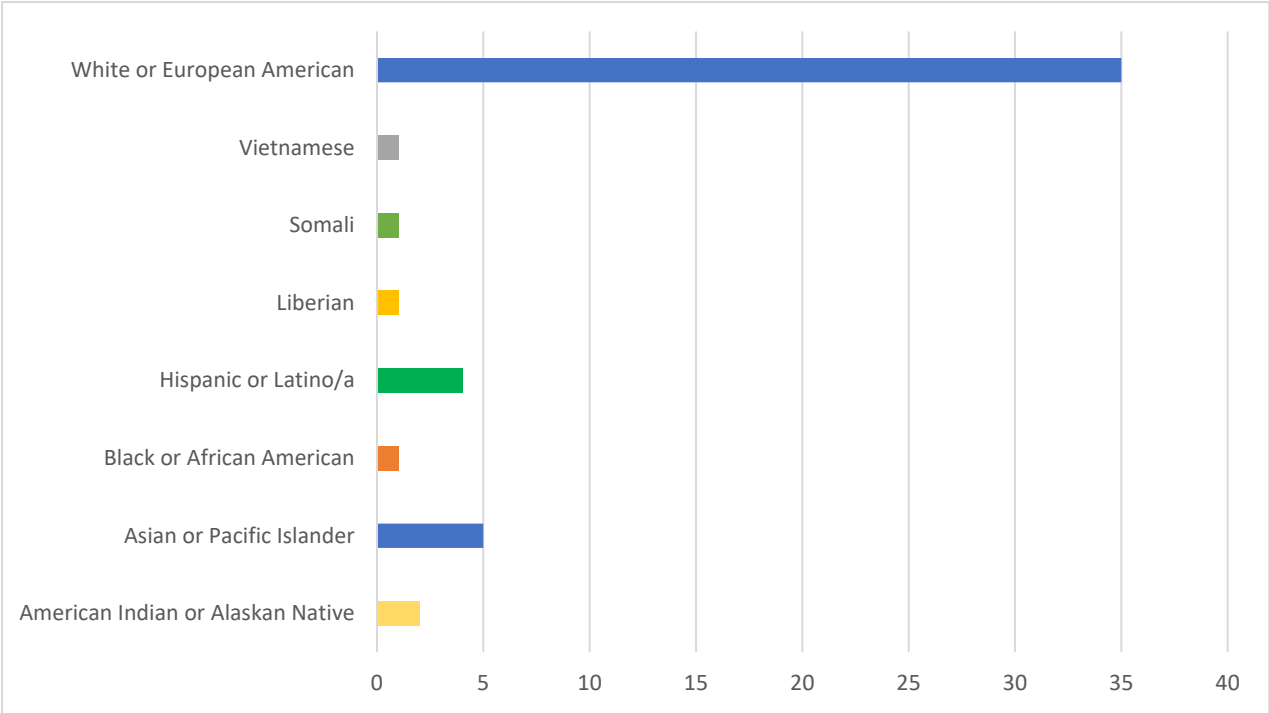
Demographics: Pronouns



Demographics: Age

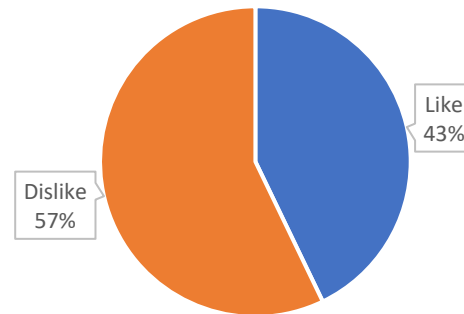


Demographics: Ethnicity (Note: Some respondents selected more than one.)



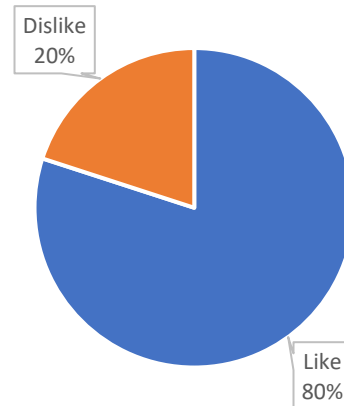
Proposed design: 31st Street to Lake Street

7 responses



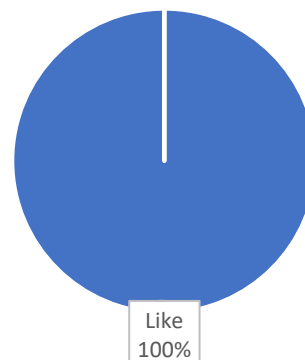
Proposed design: Lake St. to Midtown Greenway

5 responses

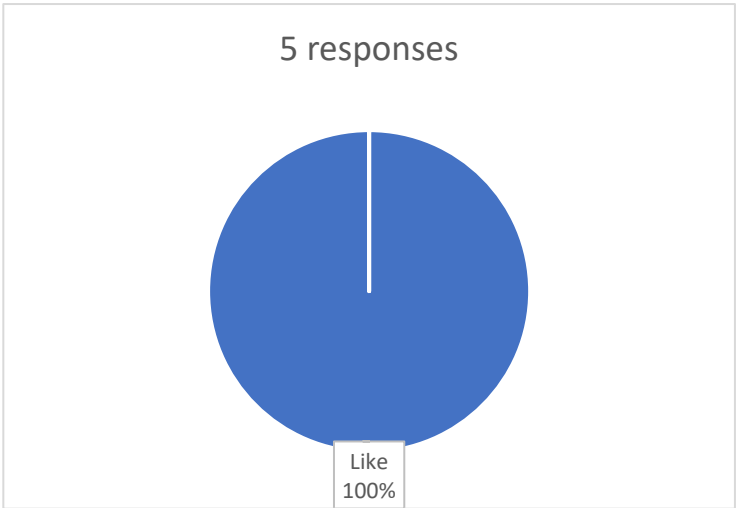


Proposed design: Midtown Greenway Bridge

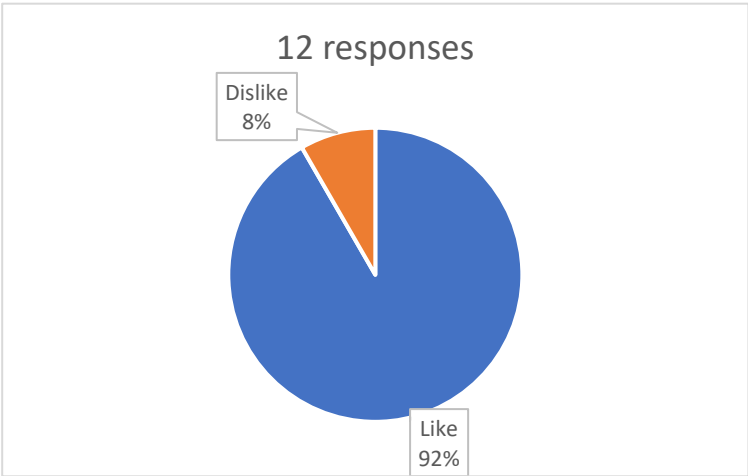
4 responses



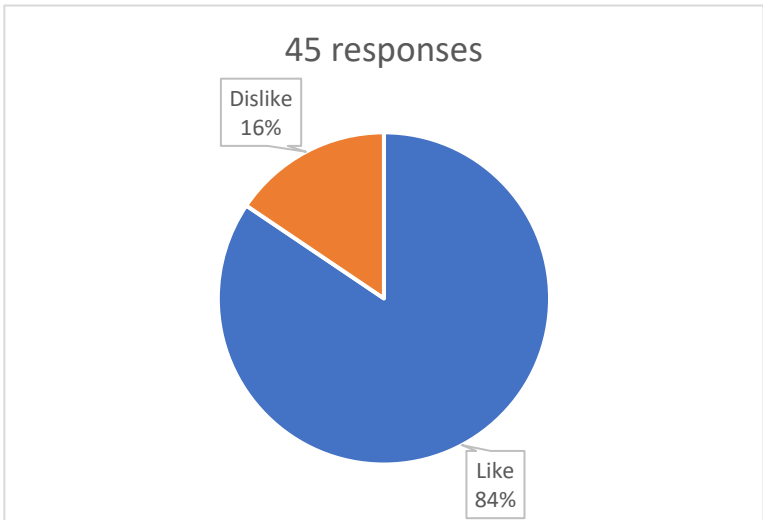
Proposed design: Midtown Greenway to Cecil Newman Ln.



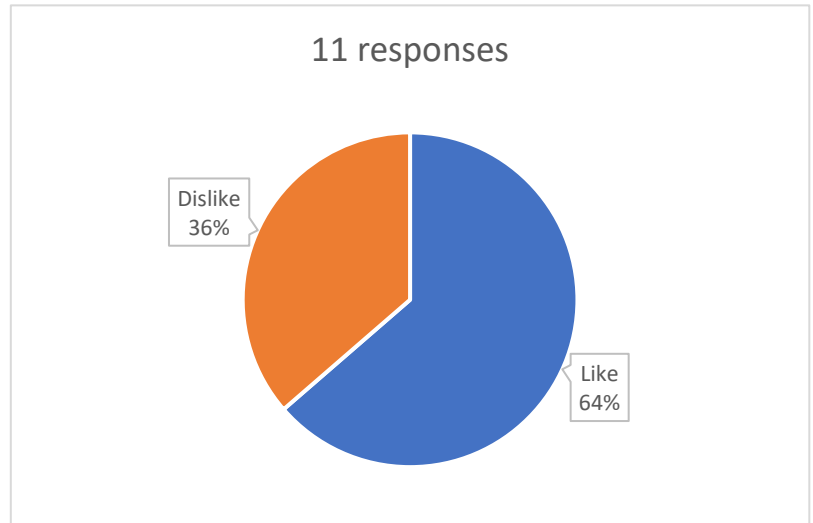
Proposed design: Cecil Newman Ln. to 28th St.



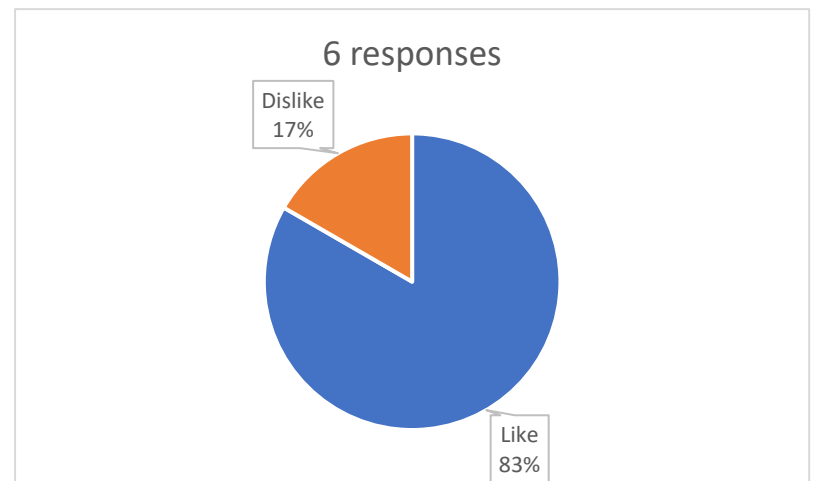
Proposed design: 28th St. to Franklin Ave.



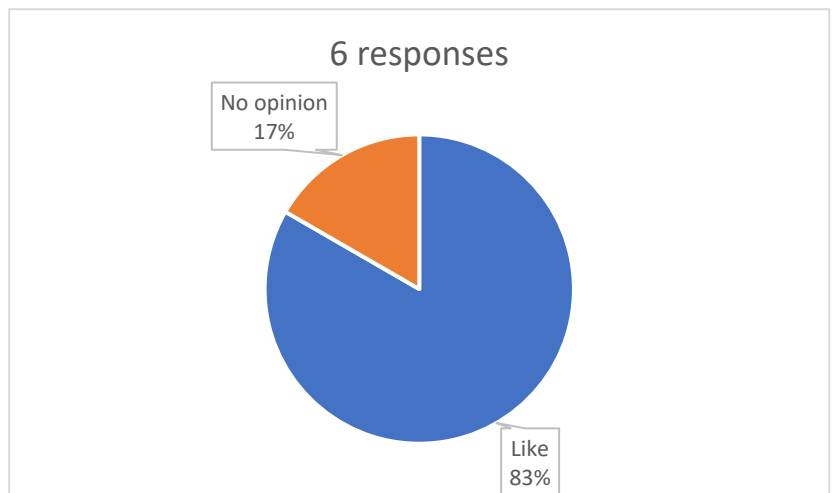
Proposed design: Franklin Ave. to the I-94 Bridge



Proposed design: 15th St. to 14th St.



Proposed design: 14th St. to Grant St.



Appendix B: Comments from Online Interactive Map

Category	Comment
Bike Idea or Concern	<ul style="list-style-type: none"> For the entire corridor, please show plans for *intersections*, not just midblock lane alignments. Poor intersection design can ruin an otherwise perfect bike lane. This intersection [First Ave. S. and Grant St.] is difficult to navigate as a cyclist. Cars frequently park in the protected bike lane on the north side of grant. [First Ave. S. and 15th St.] Making left hand turns at this intersection (and others along the route) are awkward. You're left blocking the cycle path and standing in the middle of the street as you wait for the second light phase. Please consider adding protected bicycle queue areas throughout the corridor such as those found in this guide. https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/ Bikes that want to turn from northbound 1st Ave. to eastbound 16th St (which has a bike lane, and also connects to the 3rd Ave bike lane which accesses many key points downtown) have to cross the street here in a more or less uncontrolled manner. [First Ave. S. and 19th St.] This intersection is quite dangerous to northbound bikes. Bikes are coming down a long downhill from Franklin and are typically going reasonably fast when they pass this intersection (it's uncontrolled in the N/S direction). Because of the parking allowed immediately to the east (right) of the bike lane, cars traveling east on E 19th typically pull out all the way through the bike lane (despite the stop sign) because they cannot see northbound traffic. It's a disaster waiting to happen. [First Ave. S. and Franklin Ave.] Please make sure that bike signals are present at all controlled intersections. On the Blaisdell bikeway there are no bike signals so there is constant conflict with drivers turning across the bikeway and cyclists trying to get through intersection all controlled [First Ave. S. between Franklin Ave. and 22nd St.] I bike this section daily. It is a main artery for cyclists coming from S. Mpls and Uptown via 26th/28th. I fully support grade separation for cyclists that will provide a comfortable smooth ride with little chance of vehicles blocking/interacting. Also support intersection treatments such as bumpouts on 1st and raised crossings on side streets when possible (for benefit of both cyclists and peds). Slow vehicles way down by narrowing lanes. Make this very uncomfortable to go more than 25mph. by nothing but a green light. In the current design, cars frequently park in the bike lane. Making the bike lane more protected would reduce this. [First Ave. S. and 24th St.] If you must build another two-way bikeway, please make sure that signage exist alerting drivers of bike traffic from both directions. Drivers often do not to look both ways for bike traffic when crossing streets with one-way car traffic. I was t-boned by a driver on my bike in the Blaisdell bikeway because a driver blew a stop sign after only looking the direction of car traffic. [First Ave. S. and 24th St.] If adding curbs on this block, please allow gaps in concrete for cyclists turning right onto 24th. It's a pain to bike up to the light and wait, when merging into light traffic through the bollards before turning right is usually very easy. I don't feel safe biking on 1st north of here b/c of existing design choices, and much prefer taking 24th to 3rd Ave before downtown.

	<ul style="list-style-type: none"> • [First Ave. S. between 26th and 27th St.] How will infrastructure be used to prevent garbage/recycling trucks from using bike lanes for pickup? I've been startled by garbage truck traveling the wrong way at this location during morning commute. We need to consider infrastructure to keep vehicles out of these spaces, and also for bikes to get out easily when vehicles cheat. • [First Ave. S. and 28th St.] The existing layout for the transition from the east side bike lane to the west side bikeway at 28th street is extremely dangerous for bikers. Having bikers cross over to the west side at the nearside crosswalk creates situations where bikes need to wait during green lights in front of right turning vehicles. This forces bikes to cross over through traffic in order to get to the west side bike lane. Bikes should only cross from a right-side bike lane to a left side bike on the FARSIDE! • [First Ave. S. and 28th St.] Please consider adding protected bicycle queuing areas for making turns at this intersection. Making left hand turns currently involves blocking the bikeway or standing in traffic. • [First Ave. S. and 28th St.] Northbound cyclists have to cross from a bike lane on the east side, to a bike line on the west side here. Suggest consolidating the bike lanes on a single side of the street • Would greatly appreciate it if the bike lane isn't narrowed on the blocks North and South of Lake Street. Wide Protected bike lanes that are very difficult for drivers to drive into would greatly increase the safety here for bike traffic • the northbound bike lane between Lake and 28th is essentially non-existent, and I feel like I'm taking my life into my hands every time I use it given how busy the area is with cars. This is compounded by the fact that busses effectively stop IN the bike lane here. Suggest separating the bike lane from bus/car traffic (Blaisdell/Lake is a decent model). • what will the transition from the existing 1st Ave bike lane south of Lake Street to the new 2-way bikeway north of it look like? Every transition between a one-way bike lane and a two-way bikeway I'm seen in Minneapolis has been confusing for both cyclists and motorists and dangerous for cyclists who don't take the initiative to get out of these intersections ASAP, often by running red lights. • Please make sure that the transition from the east side bike line on 1st Ave south of Lake to the west side bike lane north of Lake takes place on the far side of the intersection so bike can cross Lake during green lights and have an area to wait to cross over to the west side bike lanes. • It would be very nice to have a protected connection between the Greenway ramp and 1st via Cecil Newman • Fellow cyclists sick of the dangerous two way lane between 24th and downtown! I highly recommend turning right on 24th St and left on 3rd Ave, right onto the nice lane that starts at the convention center. Never had a bad experience in many years of commuting that route.
Auto Traffic Idea or Concern	<ul style="list-style-type: none"> • [First Ave. S. and 15th St.] Reduce the conflicts by building a protected intersection. Like the ones found on protected intersection dot com. • Look at removing this signal [First Ave. S. and 18th St.]. It appears that volumes are quite low and it is unnecessary. May be replaced with all-way stop or mini roundabout. • Eliminating all parking from the left side of 1st Ave (essentially half of the parking on this street) will create huge problems in a neighborhood where parking can already be

	<p>challenging. Designers and engineers should be aware of these issues when moving forward with this project.</p> <ul style="list-style-type: none"> • Scaling back first Ave to only one side of parking puts stress on an already stressed-out neighborhood for parking. To piggy-back that, delivery drivers don't have a place to pull over to safely make their deliveries without blocking traffic. • [First Ave. S. between Franklin Ave. and 22nd St.] Cars are often driving in the bike lane. This lane needs to be fully raised and protected throughout. • [First Ave. S. and 24th St.] Look into potentially removing this signal and replacing with two-way, all-way stop, or mini roundabout. • [West of First Ave. S. and 25th St.] Once upon a time there were "no parking past this point" signs where the cut ins begin near the intersection. Without them, drivers park practically right up to the stop signs, making it difficult for traffic to pass in both directions, and impossible in the winter. • [First Ave. S. between 25th and 26th St.] One lane for motor vehicles, parking on east side of the street, and bike lanes on the west protected by the barrier will cause a major traffic jam every time an emergency vehicle goes to the Signe Burkett hospice care facility. This is many times each week. Also, no ride share or delivers will be possible with a jam. I can't think of a worse idea. Please explain how I'm wrong. • [First Ave. S. and 26th St.] How can we ensure that bikers and pedestrians are protected from cars making a lefthand turn at this and other intersections? In my experience, drivers often do not look for pedestrians and bikers. when turning. • [First Ave. S. between 26th and 27th St.] Cars on this block and elsewhere along 1st are often stopped in the transit lane (deliveries; dropping people off; etc), and the current design doesn't leave quite enough space for cars in transit to safely bypass those pulled over cars. The street is wide enough to safely have isolated bike lanes, green space, parking, AND allow passing in the single transit lane to occur when it's needed. • [First Ave. S. and Cecil Newman Ln.] This spot feels so dangerous. With only paint (which isn't infrastructure), the drivers speed up fast here and too many park in the bike lanes and buffer zones. Protected intersection needed here. • [First Ave. S. and Lake St.] Create a protected intersection here. Like those found at protected intersection dot com. • I support piloting Dutch style protected intersections whenever possible on this corridor that put bikes and peds in clear view of vehicles. Advanced ped phases would also be nice.
Walk/Roll Idea or Concern	<ul style="list-style-type: none"> • [First Ave. S. and 19th St.] Hard bump outs to prevent parking close to these corners will improve sightlines for driver and all who would be affected by a crash. Current built environment leads to poor practices. • [First Ave. S. and Franklin Ave.] I would like to see the traffic lights here before the zebra strips so cars are forced to stop before the zebra stripes. Currently, plans are in place for the traffic lights to be at the opposite side of the intersection for traffic. This allows traffic to creep into the intersection. Having the light before the zebra strip forces people to stop before zebra stripe making the intersection safer for bikers, walkers and perpendicular traffic, thereby making it safer for everyone. • [First Ave. S. and 22nd St.] I walk this intersection 3-4 times per week. It would be far less dangerous if the protected intersection bollard and painted road pilot treatment was

	<p>made permanent with concrete. Currently the intersection creates a false sense of security and confusion for drivers, which ultimately endangers people walking. A lot of visually impaired people use this intersection, as the center is a block away.</p> <ul style="list-style-type: none"> • Please add raised crossings along the entire route. It would be a boon for all mobility types (walking/rolling/biking) and delineate crossings to motorists even in winter months. Como Avenue in St Paul is a great example of this and is an awesome piece of people friendly infrastructure.
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Appendix C: Street Engagement Responses

- One resident of Stevens Square mentioned that they have major distrust in the government and fear that the road reconstruction and other community projects are part of a larger gentrification plan.
- One frequent walker, cyclist, and driver of First Ave. S. wishes the roads were safer for riders. They mention that parking is a huge issue, and residents must walk 7+ blocks some days at night due to this.
- A resident of First Ave. S. who has lived in the area for sixteen years feels that the new design is the “same layout but prettier”. They believe there still won’t be enough space for delivery drivers to stop and drop off packages. They like the greenery.
- A resident of First Ave. S. who has lived in the area for ten years has major concerns about the roads at present not being safe enough for those attempting to cross (specifically for the blind and visually impaired). Their other issue is with cyclists traveling at high speeds and not stopping for pedestrians, making it unsafe for those with a disability. They think the new design would make it a little safer for them, and other groups that may have difficulty crossing at the average speed.
- One respondent says that the street at present serves no purpose to anyone but the cyclist.
- Two cyclists feel like the redesign would make it safer for them to bike on First Ave. S.
- A traveler on First Ave. S. She says that the current model is unsafe for bikers, cars trying to pull out, and pedestrians.
- A public transit user commented that cars often speed on the road and there have been many accidents.
- One cyclist mentioned that they had been hit by a car this year riding down First Ave. S. Another person noted that the roads are extremely unsafe, and they have witnessed several accidents caused by cars speeding down First Ave. S.

Appendix D: Transcription of comment cards and sticky notes from open house

- Who do business owners call to get bike racks near their property?
- Need to make connections for bikes to Loring Park along Grant Street.
- The intersection of Grant Street and Nicollet has virtually no pavement markings. Crosswalks and stop bars have been worn away.
- What opportunity is there to make 14th/15th Safe Routes to School? Connect to First Ave S.
- There’s a high number of pedestrians crossing at 25th and First Ave S. East to West. Consider looking at a safer crossing, adding a signal or flashing beacon.
- At 31st and First Ave S., concern for trucks turning into business loading zone and cars into gas station. Concern for Amazon, FedEx, UPS parking lot.
- Green options: Native plantings preferred over turf (too high moisture). Like stormwater management and water filtration where possible.

- I appreciate seeing more separation and elevation change of bike lanes from motorists. There currently is much too much motorist intrusion in the bike lane. I like seeing more shade trees along the avenue, to shield pedestrians and cyclists from the hot summer sun.

Appendix E: Summary of Feedback from BLIND, Inc.

Some people were concerned about the overlap between bike lanes and pedestrian spaces, especially when the two converge at intersections. However, after hearing about widened sidewalks and that tactile strips will be added between the two paths, they thought that would work well. Most people liked that the sidewalks will be straighter, flat and will be widened substantially. Native plants were also mentioned as a positive addition to the corridor, especially in the Stevens Square neighborhood. Cane users mentioned that curbless intersections are detrimental to their safety, as there is not a clear delineation when they are entering the vehicle area and re-entering the pedestrian area on the other side of the road. They were glad to hear the proposed design addressed this concern and would work well for them. When asked whether people liked raised crossing, participants said raised crossings would benefit cane users, but these participants wanted to ask wheelchair users their opinion as well.

One important feature that participants want to see included in the final proposed design is audible traffic signals. Signals that state the name of the road, when it is safe to cross, and have a countdown, along with tactile signage in Braille, greatly improve the quality of travel made by people with sight impairments. A few people stated that the more ubiquitous “beeping” signals are confusing and unclear.

One employee of Blind, Inc. expressed concerns about construction. They were worried about the old well system underneath the block collapsing during the surveying or actual construction period. They requested an open channel of communication with those responsible for the changes so they may plan in advance for any changes coming to the block. They also raised questions about the care of native plants. Ensuring that they will not be affected by snow melt, having an equitable level of care by all neighbors on the corridor to preserve aesthetics, and concerns about a future cost burden if the native plantings do not thrive were three main points.