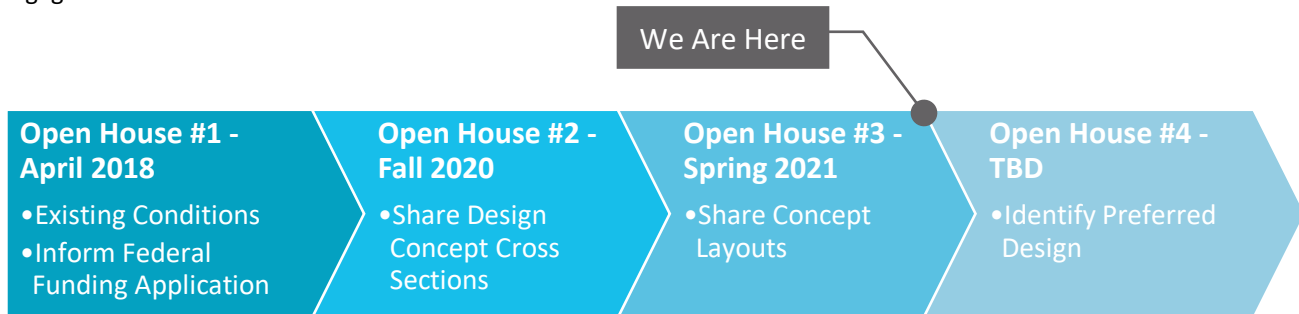


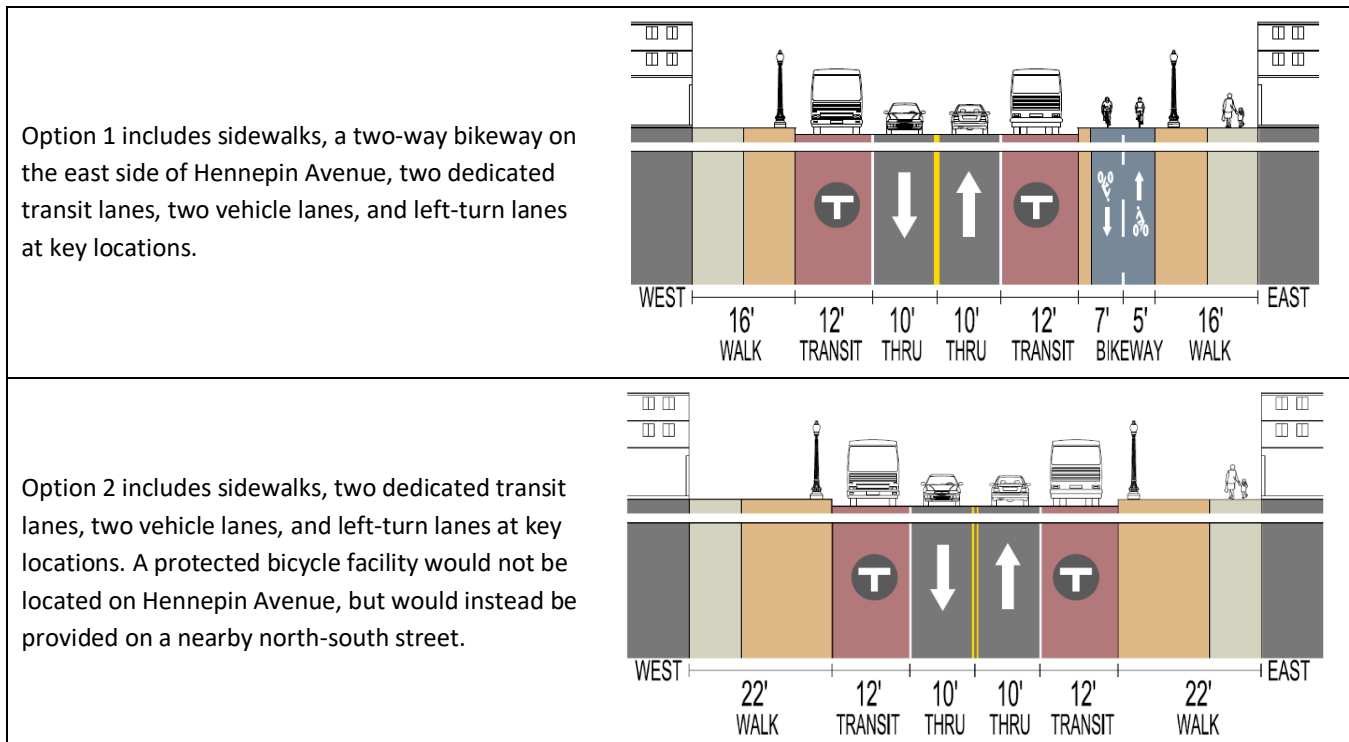
# OPEN HOUSE #3/SPRING 2021 – ENGAGEMENT SUMMARY

## Engagement Timeline and Activities

The City of Minneapolis has held three rounds of public engagement to share information with the public and gather feedback to identify a preferred design for the reconstruction of 1.4 miles of Hennepin Avenue between Douglas Avenue and Lake Street. There will be one additional round of engagement to share a recommended design. The timing of that engagement has not been determined at this time.



The City completed the third round of public engagement for the Hennepin Avenue South Reconstruction project, with materials available for 6 weeks in March/April 2021. In this round, residents, businesses, and other project stakeholders were asked to provide feedback on two potential concept layouts for the reconstruction of Hennepin Avenue. This document summarizes feedback received during the round 3 engagement process.





Many different outreach methods - social media, signs, mailings, fliers - were used to let people know about the opportunity to provide input to the project. The list below summarizes the outreach methods that were used. Note that in-person notice was not feasible due to the ongoing COVID-19 pandemic.

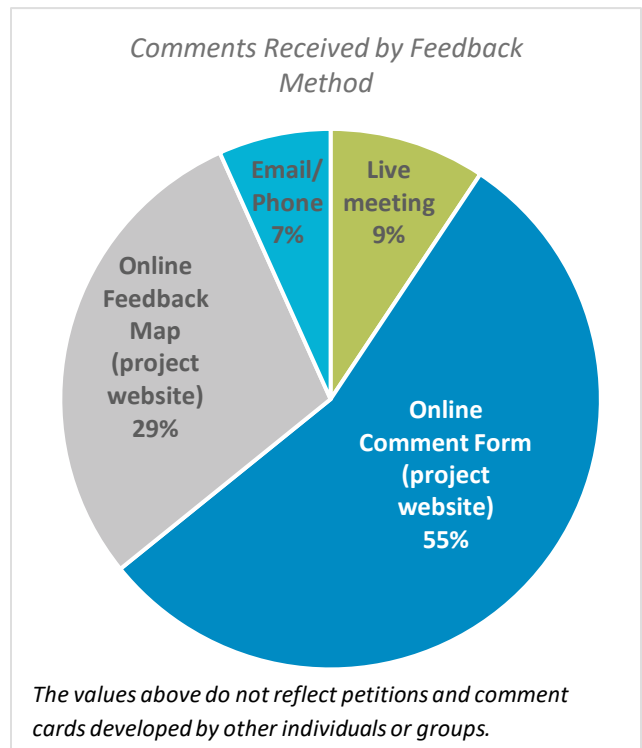
- 120 signs posted on Hennepin Avenue, in the surrounding neighborhoods, and on the Midtown Greenway
- 2,400 postcard mailings to tenants and property owners near Hennepin Avenue
- 3 email notices sent to 1,300 people signed up for project updates
- Social media posts on Twitter, Facebook, and NextDoor
- Metro Transit email newsletter and fliers at bus stops
- Announcement shared with Uptown Business Association, Uptown Special Service District, and Lowry Hill Special Service District. Individual outreach to 53 small business owners/operators.
- Announcements shared with neighborhoods on the Hennepin Ave corridor (Lowry Hill Neighborhood Association (LHNA), East Isles Residents Association (EIRA), Lowry Hill East Neighborhood Association (LHENA)) and 7 nearby neighborhoods (CLPC, CIDNA, KIAA, ECCO Neighborhood Association, South Uptown Neighborhood, SSCO, and Whittier Alliance).



*Example of a sign posted on Hennepin Ave*

Project staff engaged with the public about the project through the following activities:

- Virtual open houses with live Q&A
  - March 2, 2021; 4- 5 p.m. and March 4, 2021; 6:30 – 7:30 p.m.
  - ~230 attendees total, received 303 comments/questions during the live meetings
- The following materials were available on the City's project webpage:
  - Recording of project presentation
  - Written description comparing the design options
  - Questions and answers from the live meeting
  - Option 1 and Option 2 design layouts
- Online feedback map – 940 comments
- Online comment form – 1,778 responses
- Email/phone – 215 calls, letters, and emails from individual citizens and businesses





## Feedback on Design Options

Respondents were asked what they liked or did not like about each option. They were not asked to select one option or the other. The bullets below summarize the themes of the comments.

### Key Themes

- Support for Option 1. A large number of these responses focused on support for the bicycle facility and alignment with city policy.
- Concerns that there is not enough on-street parking provided in either Option 1 or Option 2.
- Concern with the number of traffic lanes and the effect on traffic congestion on Hennepin Ave and traffic increases on neighborhood streets.
- Interest in a pedestrian-friendly street including greening, sidewalk cafés, and sustainable stormwater features.
- Requests to delay the project.

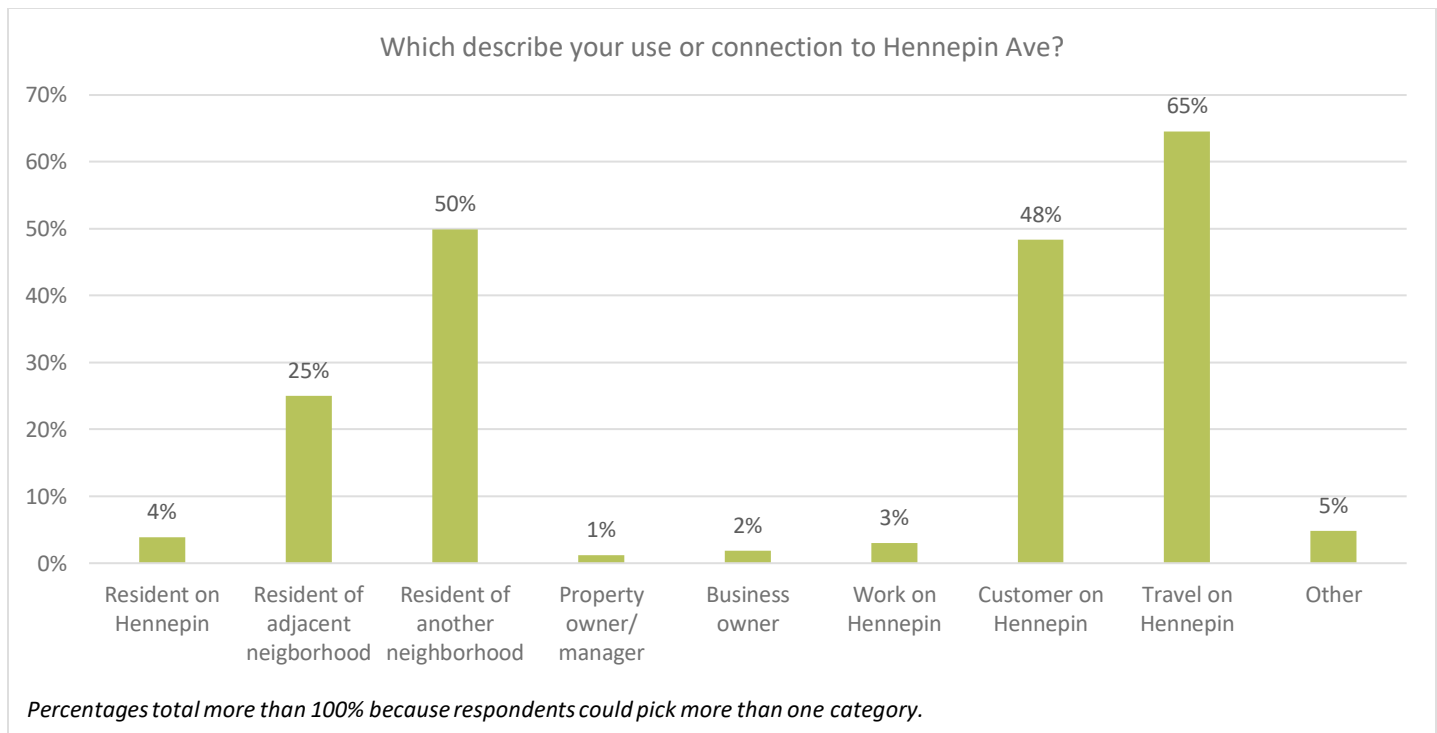
### Additional Themes

- Concern with pedestrian/bicycle conflicts if there is not a bicycle facility on Hennepin Ave.
- Other bicycle-related comments related to east-west bicycle facilities, interest in a bicycle facility on Hennepin Ave north of Franklin Ave, connections to downtown, and connections to the Midtown Greenway.
- Design suggestions at specific driveways and intersections.
- Desire to see fewer lanes for vehicle traffic near Franklin Ave and Lake St.
- The largest number of transit comments were about the locations of bus stops.
  - Concerns with removal of local stops.
  - Desire for the bus stops at 25th St to be moved to the near side corners of the intersection (instead of the far side corners) based on business parking and front doors.
- Support for bus lanes and suggestions for transit priority at intersections.
- Comments or suggestions about cross streets – some people suggested closing intersections, changing streets from one-way to two-way, changing two-way streets to one-way, and changing circulation patterns.
- Comments supporting left-turn lanes and suggestions to add or remove specific left-turn lanes.
- Comments about access to the I-94 ramps – some people suggested removing access from Hennepin Ave and others supported maintaining access.

### Who We Heard From

The comment form included optional questions about the respondent's connections to the corridor and demographic questions.

- Most respondents do not live on Hennepin Ave or in a neighborhood adjacent to Hennepin Ave.
- About 3% of respondents own or operate a business on Hennepin Ave.
- The chart on the following page summarizes respondents' use of or connection to Hennepin Ave.
- About 49% of respondents identified as male, 41% female, and 10% prefer not to say or prefer to self-describe.
- The largest age group was 25-34 (31%), followed by 35-44 (20%).



## Other Feedback

During the engagement, several individuals and groups organized comment cards and petitions that were submitted to the project team.

- Uptown Business Association – Submitted a petition with 946 signatures requesting a delay in the selection of a preferred design of the corridor to allow for changes in the design options to reflect the local business and resident requests.
- Hennepin Avenue is for People – Submitted 308 comment cards and letters supporting Option 1 on Hennepin Ave.
- Move Minnesota – A letter supporting Option 1 and opposing Option 2 was received via email. The letter was signed by 5 transportation organizations (Move Minnesota, Our Streets Minneapolis, Sierra Club North Star Chapter, Midtown Greenway Coalition, and Bicycle Alliance of Minnesota) and 219 individuals.
- Lowry Hill East Neighborhood Association – The Planning and Zoning Committee held a pop-up event in the neighborhood to gather feedback from community members. LHENA provided the following bullets to summarize the points of consensus: concern with vehicle speeds; desire for businesses on Hennepin to succeed and thrive; need for bicycles to ride on Hennepin; critical to prioritize the pedestrian experience; neither design option fully satisfies these needs.