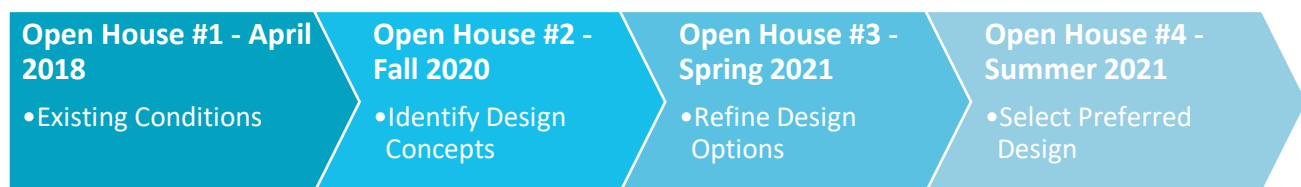


# OPEN HOUSE #2/FALL 2020 – ENGAGEMENT SUMMARY

## Engagement Strategies and Approach

The City of Minneapolis has planned three rounds of public engagement to identify a preferred design for the reconstruction of 1.4 miles of Hennepin Avenue South between Douglas Avenue and Lake Street.



The City completed the second round of public engagement for the Hennepin Avenue South Reconstruction project in fall 2020. In this round, residents, businesses, and other project stakeholders were asked to provide feedback on potential design concepts for Hennepin Avenue South. This document summarizes feedback received through the round 2 engagement process.

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

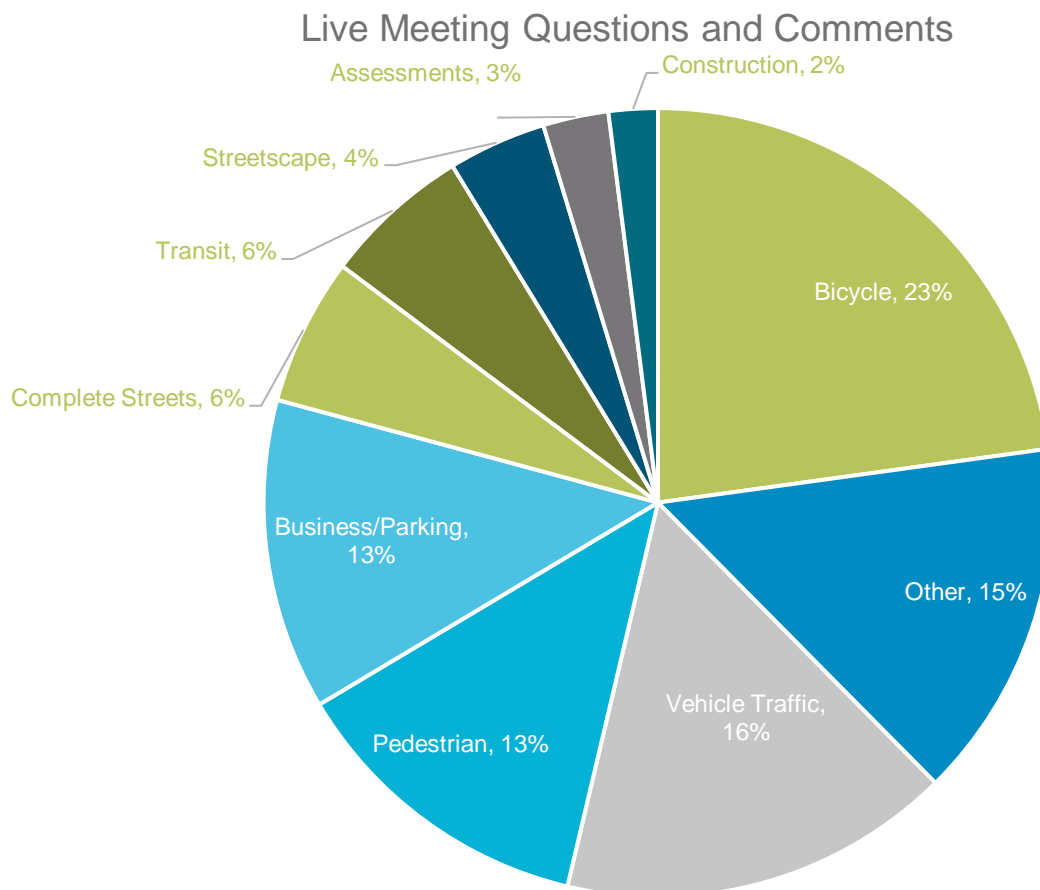
- Virtual open houses with live Q&A
  - September 22, 2020 4:30 – 5:30 p.m. and September 30, 2020 6:30 – 7:30 p.m.
  - Received 149 comments/questions
- The following materials were posted for viewing on the City’s project webpage:
  - Recording of staff presentation
  - Design analysis and concept materials
  - Frequently Asked Questions (FAQ)
- Interactive feedback map – 769 comments
- Online comment form – 226 comments
- Business outreach
  - Online business survey – 61 survey responses
- Phone/email – calls and email correspondence with residents and business owners

## Virtual Open Houses (September 2020)

On September 22 and September 30, 2020 the City of Minneapolis held virtual open houses where project staff shared a presentation and answered questions submitted by meeting attendees. The purpose of this meeting was to:

- Present the project background
- Introduce potential design concepts
- Solicit public input on the overall project and design concepts

Approximately 120 people virtually attended one of the live meetings the open houses, and 149 comments/questions were submitted during the live meetings. To view the questions from the virtual open houses as well as responses to those questions, check out the [FAQ](#) posted on the City’s project webpage. The chart below shows the distribution of the open house comments and questions by topic.



## Comment Form (September – October 2020)

As of October 26, 2020, 226 comments were received via the online comment form. A list of common themes and responses are summarized below.

### People-centric Design, Reduced Vehicle Access/Parking

- Pedestrian, cyclist, and transit users should receive the highest priority in the design process
- Slow cars down, the street is hostile to those who are not in cars
- Reduce or eliminate single-occupancy vehicles (travel lanes and parking) from the design
- Hennepin Avenue South should be more pedestrian friendly
  - Wider and quieter sidewalks, more pedestrian friendly intersections
- Need equal bus, car, and biking usage on existing roadway
  - Design for safety of all users

### Bicycle Facility and Access

- Hennepin Avenue South needs protected bike infrastructure that separates bikes and cars
  - Painted bike lanes are not enough
- Car traffic must be slowed down for bicyclist safety
- Do not add bike lanes to Hennepin to leave room for more transit/vehicle lanes
- Bicycle accommodations and infrastructure should be made on side streets

### Transit service or amenity

- Hennepin Avenue South needs bus lanes—prioritize bus lanes in the redesign
  - Dedicated bus lanes should run in both directions

### Vehicle Access/Mobility

- Do not eliminate vehicles as an option in the corridor—needs to be an option for those who are disabled, elderly, or simply for winter travel
- Limiting driving on Hennepin will increase the number of cars driving through nearby neighborhoods
- Like Hennepin as it is

### Green Infrastructure/Sustainability

- Deprioritize cars as they negatively impact the planet

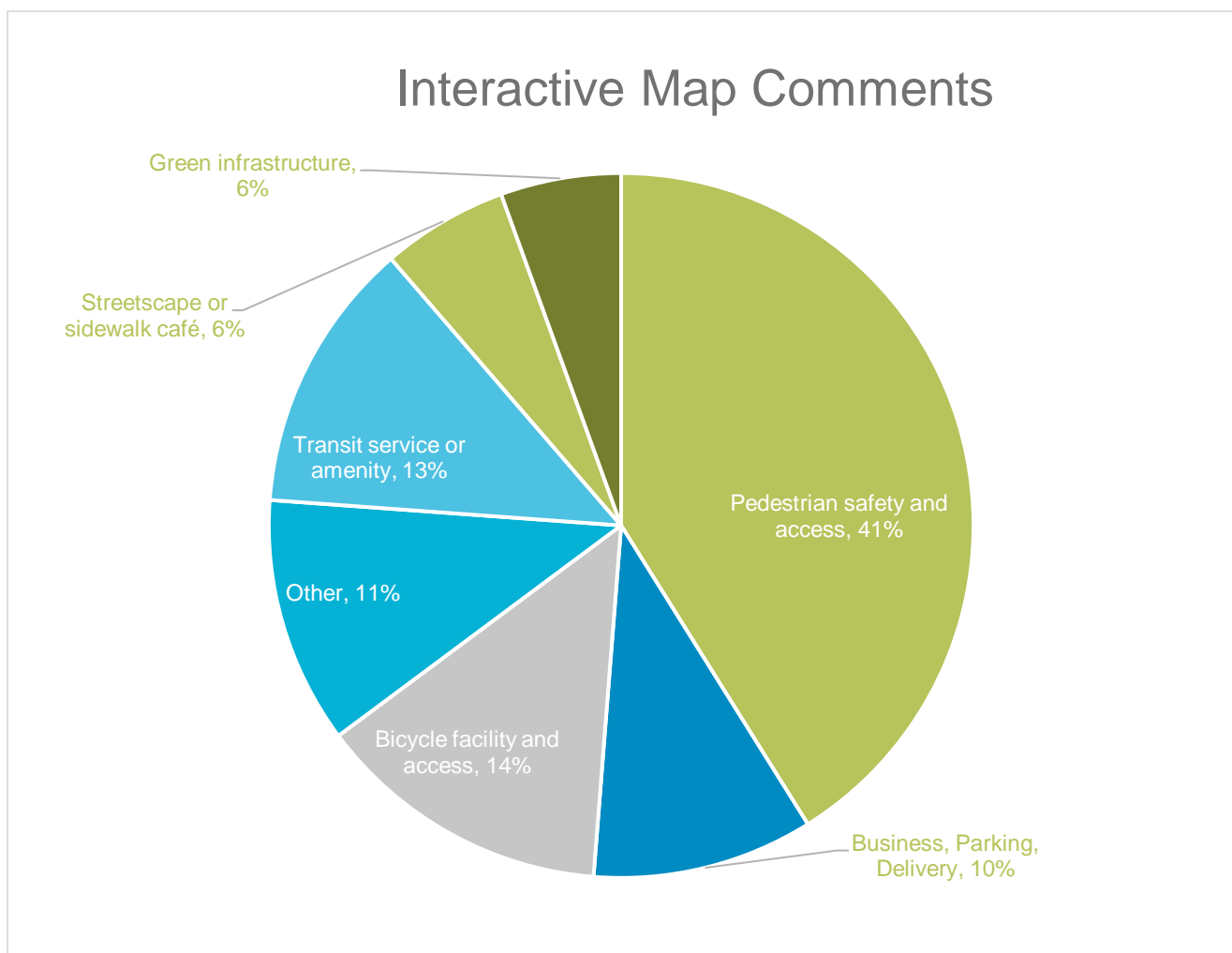


## Interactive Map (September – October 2020)

As of October 26, 2020, the interactive feedback map had 769 comments. Users could select a pin and drop it in locations along the corridor where they wanted to provide feedback. Pin categories included:

- Pedestrian safety and access
- Bicycle facility and access
- Transit service or amenity
- Green infrastructure/sustainability
- Business access, parking, or delivery
- Streetscape or sidewalk café
- Other

The most commonly received feedback/comments are summarized by their associated pin category. The chart below shows the distribution of interactive map comments by pin category.





## PEDESTRIAN SAFETY AND ACCESS

### Prominent intersections/areas:

- W Lake St
- Lagoon Ave
- Uptown Transit Center
- W 28th St
- W 27th St
- Girard Ave S
- W 25th St
- Parking lot entrance near Kowalski's
- Fremont Ave S
- W 24th St
- Dupont Ave S
- W Franklin Ave

### Common feedback:

- Widen sidewalks
- Eliminate many curb cuts and driveways from Hennepin Avenue South
- Crosswalks need to be safer for pedestrians
  - Eliminate right turn on red for pedestrian safety
  - Have traffic signal cycles prioritize pedestrians

## BICYCLE FACILITY AND ACCESS

### Prominent intersections/areas:

- W Lake St
- Uptown Transit Center
- W 28th St
- W 26th St

### Common feedback:

- Hennepin Avenue South needs dedicated bike lanes with physical separation between bicyclists and cars



## TRANSIT SERVICE OR AMENITY

Prominent intersections/areas:

- W Lake St
- Uptown Transit Center
- Fremont Ave S
- W Franklin Ave

Common feedback:

- Provide high-quality heated bus shelters at many stops with seating
- Dedicated transit lanes are needed

## GREEN INFRASTRUCTURE/SUSTAINABILITY

Prominent intersections/areas:

- W 28th St
- W 24th St

Common feedback:

- Implementing rain gardens would reduce flooding, add aesthetic beauty, and increase safety in the area
  - More creative greening in general would beautify the area
- Street trees and other shaded elements strategically placed in hotter areas of the corridor would help pedestrians

## BUSINESS ACCESS, PARKING, AND DELIVERY

Prominent intersections/areas:

- W 28th St (My Sister's Closet driveway)
- W 25th St
- Starbucks & Kowalski's driveway (by Fremont Ave)
- Dupont Ave S
- Lowry Hill Liquor Store driveway

Common feedback:

- Keep parking spaces to accommodate people with disabilities or those who cannot walk
- Eliminate driveways and curb cuts on Dupont Ave S (they have access via Emerson,)
- Ban larger trucks on Hennepin as they park in the right lane of traffic



## STREETSCAPE OR SIDEWALK CAFE

Prominent intersections/areas:

- Between W Lake St & Lagoon Ave
- Between Uptown Transit Center & W 28th St
- Between 25 ½ St W & W 25th St

Common feedback:

- Sidewalks should be widened to accommodate more sidewalk seating and people passing through

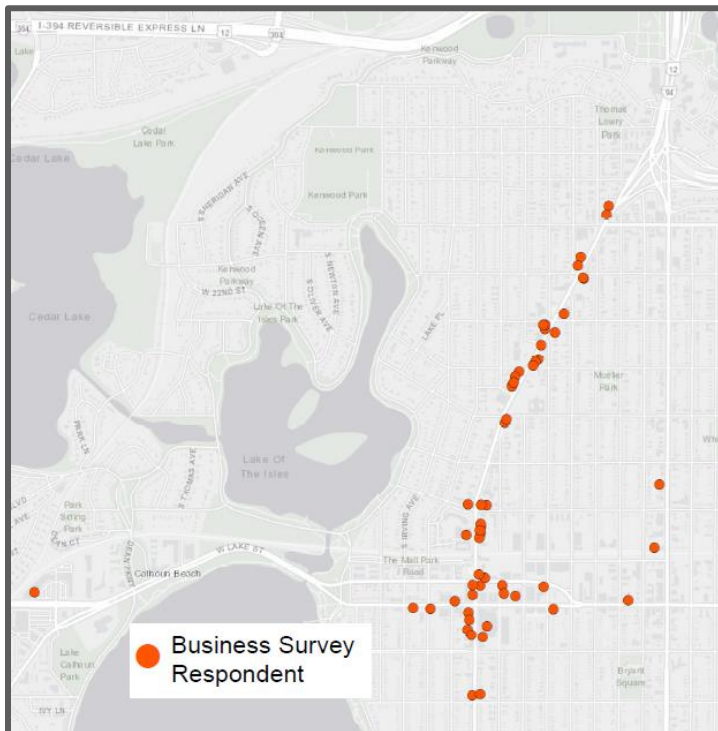
## OTHER FEEDBACK

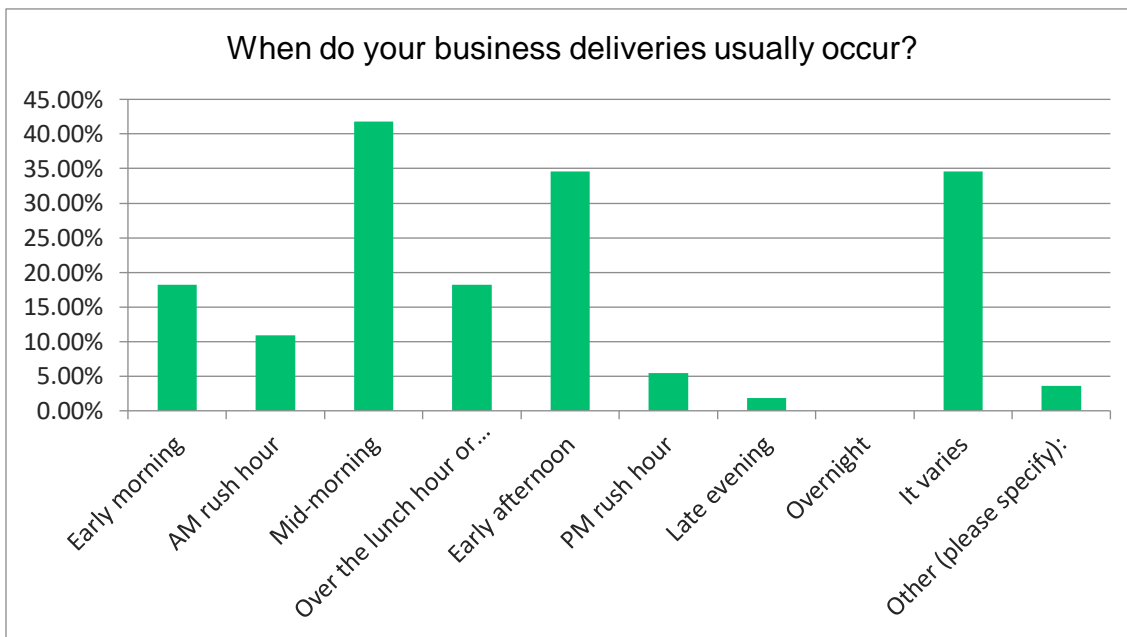
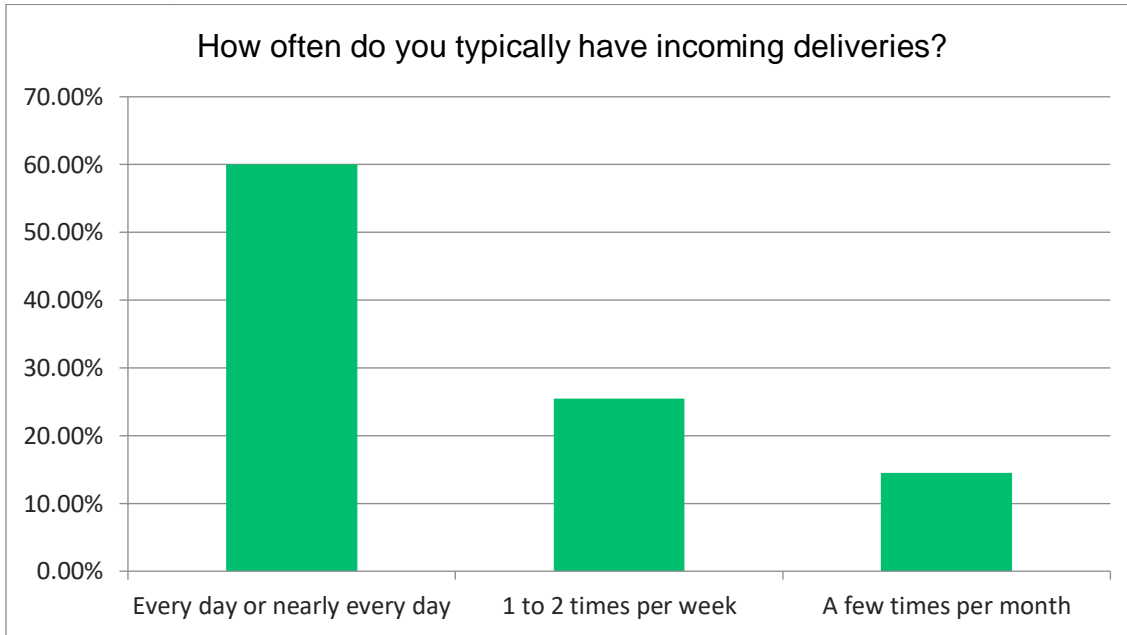
Common feedback:

- Introduce two-way traffic on Lake and Lagoon
- Lane striping needs to be changed near Uptown Transit Center for safety considerations

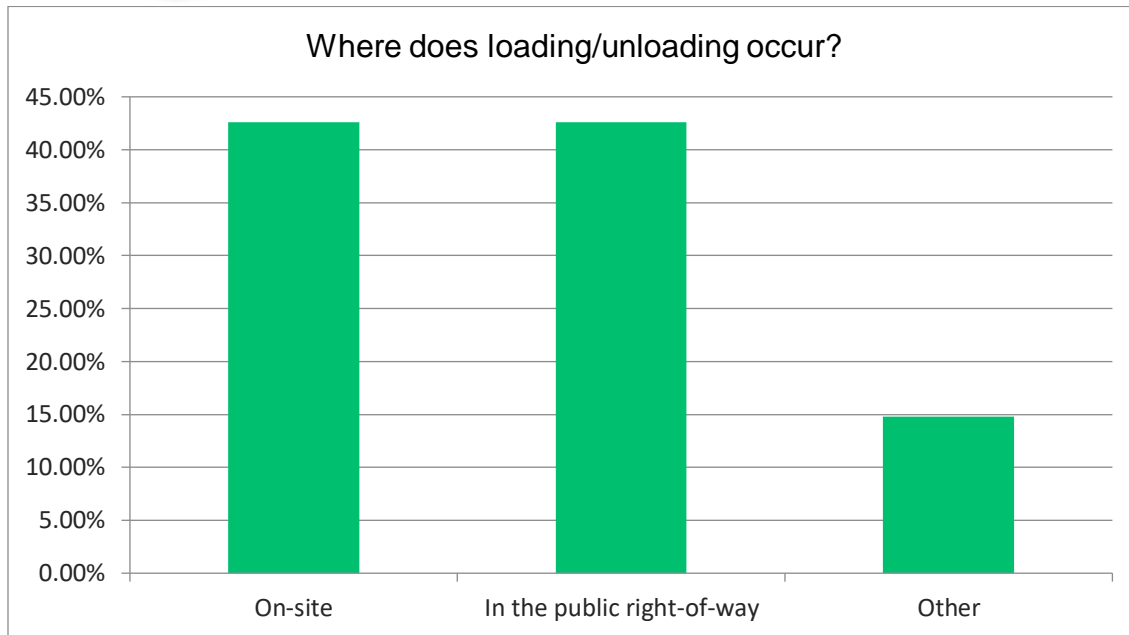
## Online Business Survey (November -December 2020)

As of January 6, 2021, 61 businesses responded to the business operations survey. The survey was distributed through business associations, special service districts (SSDs), and individualized outreach via phone and email. The map on the following page shows the locations of the businesses that responded. Chart summarizing some of the key responses received are shown on the following pages.









## WHAT ELSE DO YOU WANT TO TELL THE PROJECT TEAM?

Common themes based on responses to this question:

- On-street parking is essential for customer access, employees, and delivery truck unloading/loading
  - Many customers come from out of town and need parking
  - Loss of parking on Hennepin Avenue has hurt business
  - Prioritize parking over bicycle facilities
- Businesses are already struggling/have closed due to existing near-by construction and the pandemic
  - Wish the project could be delayed. Now does not seem like a good time to be reconstructing the road.
- Keep the same number of travel lanes for private vehicles

## Stakeholder Calls and Emails

A total of 16 calls and emails were received by project staff or the project email ([Hennepin.South@minneapolismn.gov](mailto:Hennepin.South@minneapolismn.gov)).

Common themes of these contacts are summarized below:

- Removal of parking on Hennepin will negatively impact businesses
- Removal of traffic lanes will negatively impact the neighborhoods
- Routes other than Hennepin Ave should be used for bicycles
- Would like to see transit improvements on Hennepin
- Support for Option 1 that was presented at Open House #2