

Engagement summary

West Fulton Neighborhood Improvements Project

Project Background

The City of Minneapolis Public Works is planning to improve the streets in the western part of the Fulton neighborhood, from France Ave S to Xerxes Ave S, and from 47th St W to 54th St W. This project focuses on delivering long term improvements to deteriorating street conditions while addressing unsafe driving behaviors and enhancing the pedestrian experience. A major component of the project will also look to incorporate flood reduction components within the street rights of way of the reconstruction blocks. Green stormwater infrastructure (rain gardens) will also be built in the project area to help reduce flooding impacts during smaller storm events and reduce the amount of runoff into Lake Harriet and Minnehaha Creek.

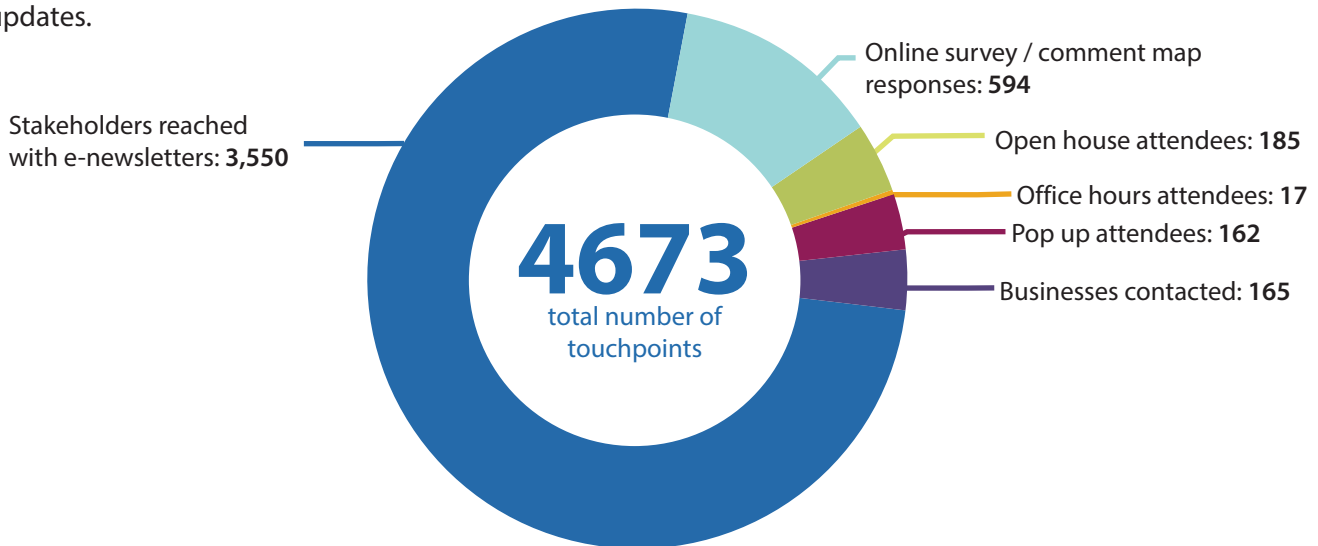
More information and our FAQ can be found on our project webpage: www.minneapolismn.gov/government/projects/west-fulton-neighborhood-improvement/

The City of Minneapolis Public Works conducted extensive community engagement for the project from May 2024 to March 2026. Phase 1 engagement occurred from May 2024 to October 2024 and focused on collecting feedback from the community on their vision for the neighborhood. Phase 2 engagement occurred from March 2025 to August 2025 and focused on collecting community feedback on the draft concept layout for the neighborhood. Phase 3 engagement occurred from September 2025 to March 2026 and focused on informing stakeholders on what changed since the previous phase and sharing the preferred concept layout with the community.

Summary of Engagement Strategies

The project team fostered meaningful dialogue with residents, businesses, and key stakeholders through targeted outreach efforts. These efforts captured a broad range of perspectives on transportation safety, accessibility, and street design.

Engagement activities included six in-person public meetings, online surveys and virtual interactive maps, pop-up tabling events, neighborhood and business door knocking, direct business outreach, presentations to pedestrian and bicycle advisory committees, presentations to local neighborhood organizations, and council member briefings. The project was promoted to community members through over 5,150 targeted mailings, 42 yard signs and 16 sidewalk decals, e-newsletter blasts and website updates.



Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

Contact us

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Updated: 3/4/2026

For reasonable accommodations or alternative formats please contact Ryan Ackerman at 612-791-1670. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850.

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Engagement Schedule

The project team used a variety of methods to reach residents, businesses, and key stakeholders in the neighborhood to discuss the project and collect feedback. Listed below are the ways the project team connected with the community about the project across all three phases.

Phase 1: May 2024 - October 2024

- E-newsletter updates
- Online survey
- Online interactive map
- Pop-up tabling events
- Postcard mailings
- Open House
- BAC/PAC Committee meetings
- Council Member briefings
- Fulton Neighborhood Association project updates

Phase 2: March 2025 - August 2025

- E-newsletter updates
- Online survey
- Online interactive map
- Business door knocking
- Sidewalk decals/yard signs
- Postcard mailings
- Open House
- BAC/PAC Committee meetings
- Council Member briefings
- Fulton Neighborhood Association project updates

Phase 3: September 2025 - March 2026

- E-newsletter updates
- Business door knocking
- Project information brochure mailings
- Open House
- Office Hours
- Stakeholder meetings
- BAC/PAC Committee meetings
- Council Member briefings
- Fulton Neighborhood Association project updates



Phase 2 pop up

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Key Community Concerns & Priorities

Feedback gathered through public meetings, pop-up events, online surveys, business outreach, and the interactive mapping tool highlighted critical community concerns and priorities for the West Fulton project area.

Community members shared that they want the West Fulton project area to “feel safe for my kids to bike, play, and walk along.” They emphasized the need for safer pedestrian crossings, a more comfortable biking environment, and traffic calming measures to address high vehicle speeds and reckless driving. Business owners, schools, and childcare facilities stressed the importance of maintaining efficient curbside access for deliveries and parking, while bicyclists and pedestrians advocated for improved connectivity.

These insights will guide the final neighborhood improvements design to create a safer, more accessible, and multi-modal area for all users.

Traffic & safety

High vehicle speeds, unsafe vehicle turning at intersections, and frequent stop sign running were cited as major safety concerns, particularly near Pershing Field Park and nearby schools.

Biking & pedestrian improvements

Participants supported improving the walkability and bikeability of the West Fulton project area through the construction of enhanced pedestrian crossings, updated bicycle cut-throughs at traffic diverters, and more green space.

Street design & accessibility

Respondents favored traffic calming measures to enhance safety. Suggestions included sidewalk and curb ramp improvements, curb extensions to shorten crossing distances, and traffic circles to slow vehicle speeds. Community members also shared a desire to retain current street parking supply.

Flood mitigation

Community members expressed a desire to see improved stormwater sewer management and drainage, particularly following heavy rainfall and snow melts.



Phase 2 open house

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Equity and engagement

The City of Minneapolis has been working to acknowledge and rectify past harms; much of this work has been documented in our Racial Equity Framework for Transportation. The City of Minneapolis acknowledges that the transportation system and government-supported decisions have underserved, excluded, harmed and overburdened some communities, namely Black and Indigenous communities, other communities of color, and people with disabilities. We understand that these past decisions have denied these communities the full participation of transportation benefits, which has led to disproportionate burdens.

The City also acknowledges that we do not hear from all voices. City transportation policies, including the Transportation Action Plan, Vision Zero commitment and Complete Streets Policy helps us address and advance these gaps in engagement. When we are unable to directly engage with residents impacted by projects, we look to data and policy to help inform project-level decisions. Providing a variety of engagement opportunities creates engagement that is more accessible to a wider range of stakeholders. The City is focused on ensuring that populations that have been excluded from (or under-represented in) government-led processes such as public engagement are involved and aware of projects occurring in their neighborhoods.

This project tailored engagement approaches to better reach underrepresented groups by:

- Offering both in-person and virtual opportunities to reduce participation barriers.
- Conducting targeted outreach to area businesses.
- Distributing direct mail and hand-delivered materials to improve reach.

- Using an online and interactive map and survey for accessible feedback.

This project engaged with culturally specific representatives and/or decision makers by:

- Engaging neighborhood organizations and area stakeholders familiar with the unique dynamics and needs of the area.
- Coordinating with local leaders to share project information and encourage participation.

This project identified and centered voices of those historically marginalized in the decision making process related to transportation plans, programs and projects by:

- Prioritizing engagement with residents and businesses in the area.
- Offering multiple ways to participate--including in-person events, virtual tools, and direct outreach--to reduce barriers for individuals with limited time, access, or resources.



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Data gaps

How our engagement approach was adapted based on the data gaps identified in the engagement plan.

- Hosting office hours and pop-up events in high-traffic areas including the park and community center to reach community members who may not have interacted with the project through traditional channels.
- Monitoring participation trends and adapting outreach strategies accordingly - for instance, introducing door knocking to engage businesses within the project area, and mailing comprehensive project brochures.

Engagement impacts

Project outcomes were impacted as a result of community engagement. These are listed below.

- Refinement of the design concepts based on feedback related to pedestrian safety, area street parking, rain gardens, high vehicle speeds, and maintenance concerns.
- Incorporating Green Stormwater Infrastructure (GSI) rain gardens throughout the project area to provide increased greening and reduce runoff into Lake Harriet and Minnehaha Creek.



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