

CITY OF MINNEAPOLIS

Whittier/Lyndale Bikeway

The meeting will begin shortly

Racism as a Public Health Emergency

- Whereas, racism has various forms including historical, individual, systemic and that has not only continued to present day, but has been institutionalized to ensure the concentration of material, power and resources into the hands of white bodied individuals;
- Whereas, a multitude of studies connect racism to inequitable health outcomes for Black, Indigenous, and People of Color (BIPOC), including cancer, coronary heart disease, diabetes, hypertension, high infant and maternal mortality rates demonstrating that racism is the root cause of social determinants of health
- The City will center the voices, work, and leadership of the communities most directly affected by said racism



Vision Zero and Public Health

- People dying and being injured on Minneapolis Streets is a public health issue
- Traffic deaths and severe injuries are unacceptable, and the City of Minneapolis has a “Vision Zero” goal to eliminate them from our streets by 2027
- BIPOC residents are disproportionately victims of collisions in Minneapolis



Goals of Today's Open House

- Provide an update on project status
- Discuss proposed project design and how the design was developed
- Answer questions and receive feedback

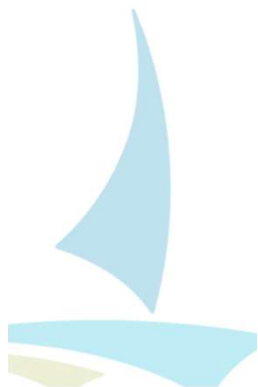
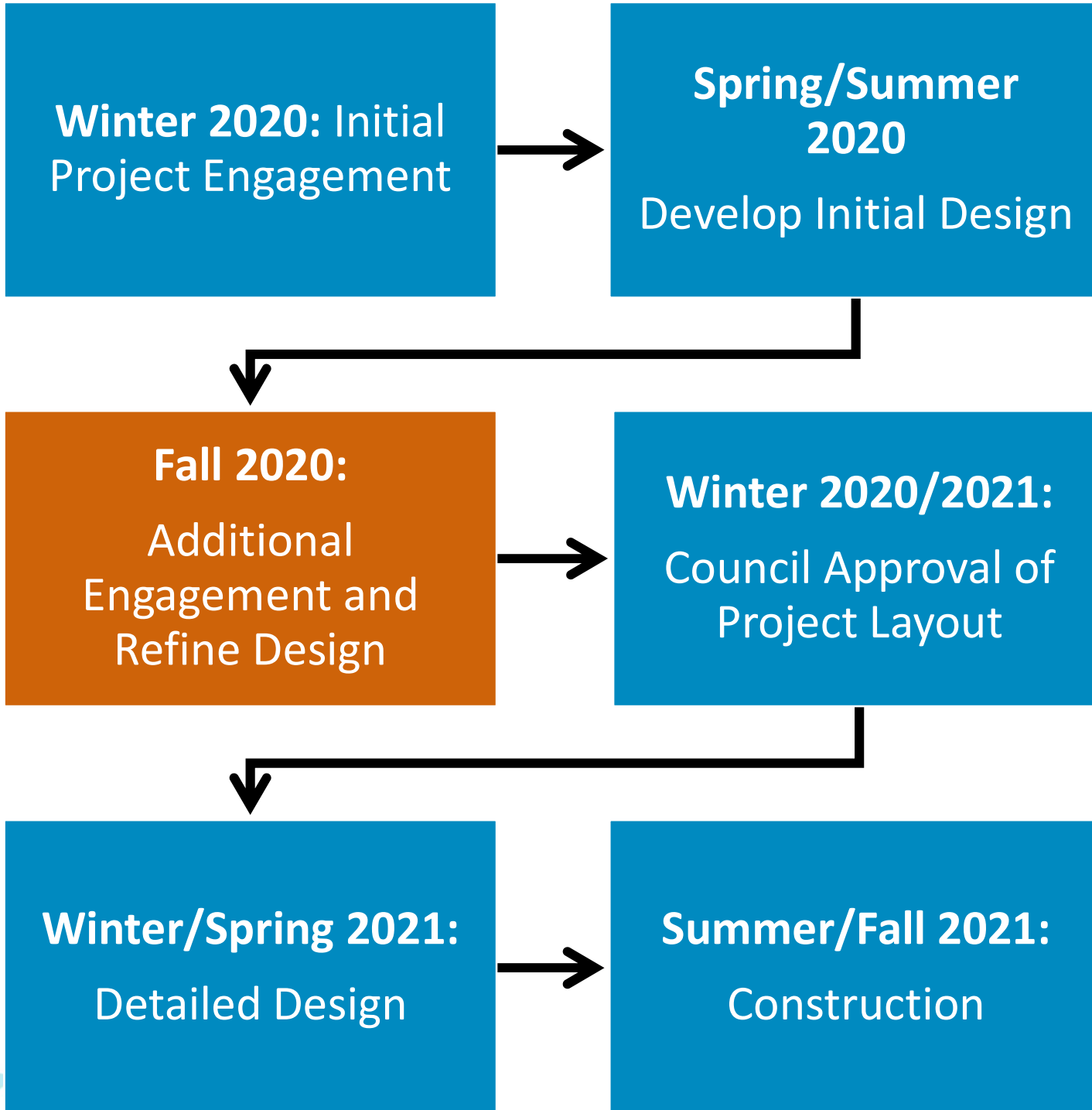


Project Goals and Scope

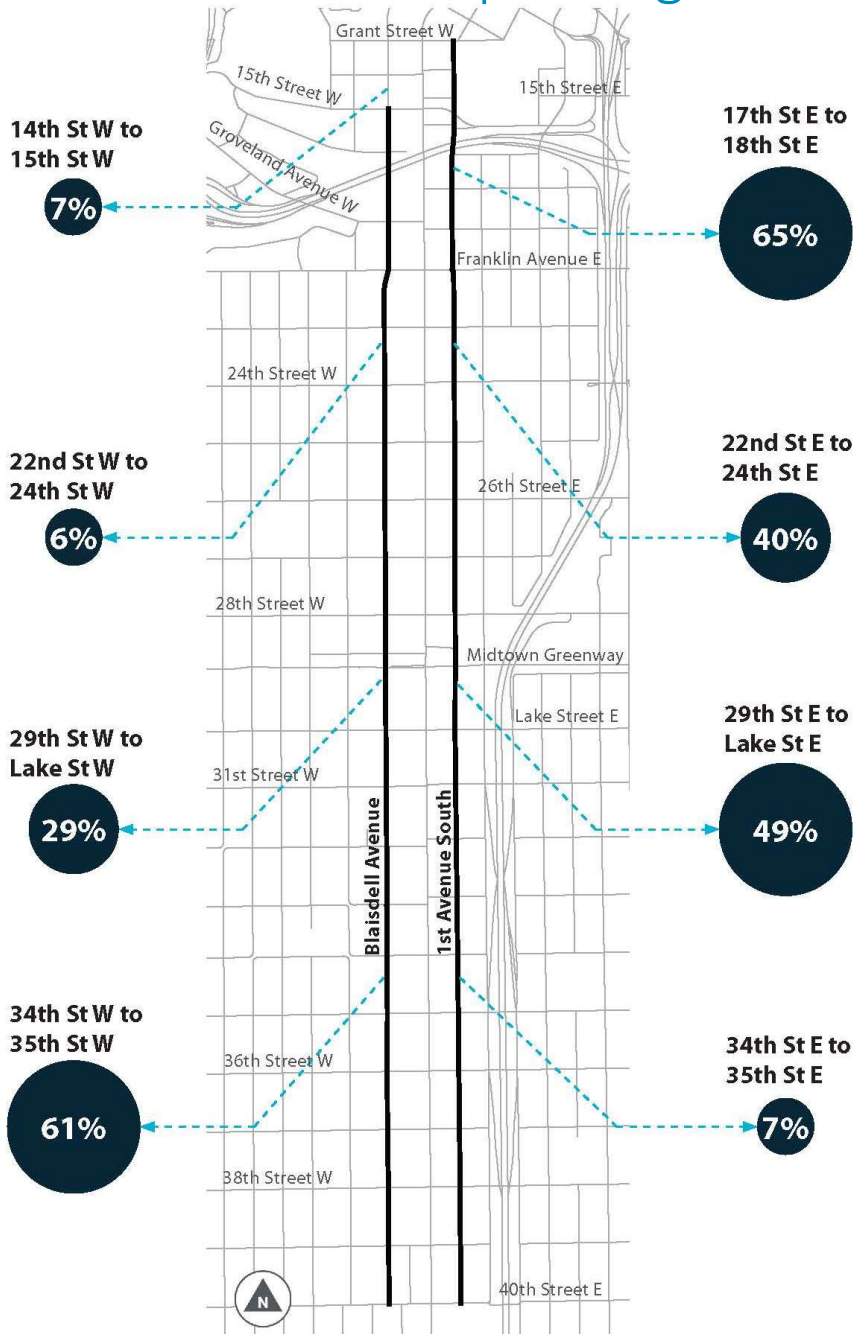
- Retrofit project (not a full street reconstruction)
- Goals:
 - Reduce vehicle speeding and improve traffic safety
 - Enhance comfort and predictability of all street users
 - Support existing and future bicycle demand
 - Improve bicycle network connectivity



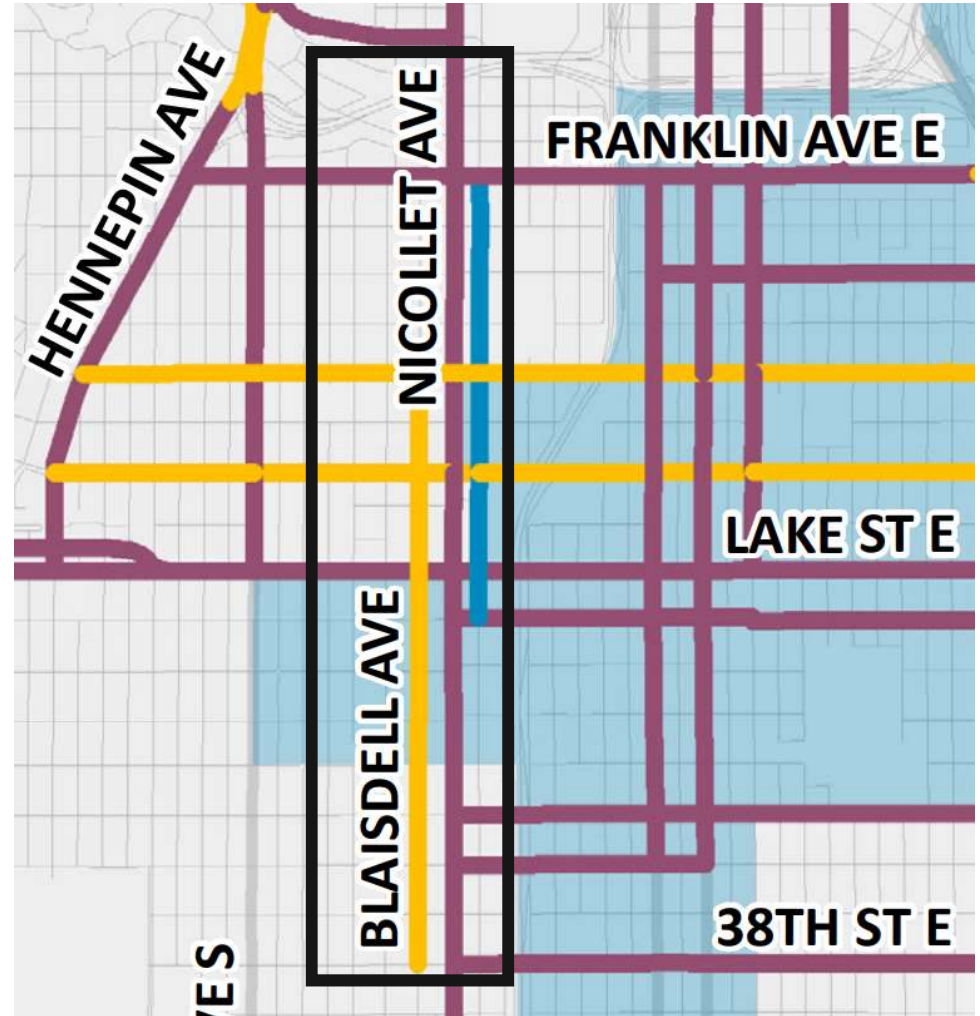
**WE ARE
HERE**



% vehicles speeding



High Injury Streets



Summary of Initial Engagement

- Completed in early 2020
- Asked questions on project route, street design, and existing conditions
- Met with approximately 100 residents and business owners in Steven's Square/Loring Heights, Whittier, Lyndale, Kingfield
- Online survey and mapping tool: received approximately 150 responses



Summary of Initial Engagement

- Desire for a safe route and reduced vehicle speeds
- Mixed opinion on bikeway route and design
- Converting 1st Avenue South from Franklin Ave to 28th Street to one-way street
- Consider the needs for people who do not bike
- Design to prevent bikeway obstructions
- Comfortable bikeway for all users



Draft Project Design

- Two-way bikeway
 - 1st Avenue: Bollard-separated bikeway
 - Blaisdell Avenue and 28th Street: Curb-separated bikeway
- Pedestrian improvements at intersections
- Convert 1st Avenue from Franklin to 28th Street to one-way northbound
- Parking largely retained



Draft Project Design Elements



Draft Project Design Elements



Why this route?

- Address High Injury Streets
- Using existing space
 - 1st Ave: lightly used southbound lane
 - Blaisdell: large existing space for bikes
- Allows for 12+ feet for bikeway along corridor
- Better connections to bikeway network:
 - Separated bikeway network (north side of project) and proposed greenway (south side of project)
- Balance transportation needs and minimize impact on parking



Project Route 



1st Avenue (15th to Franklin)

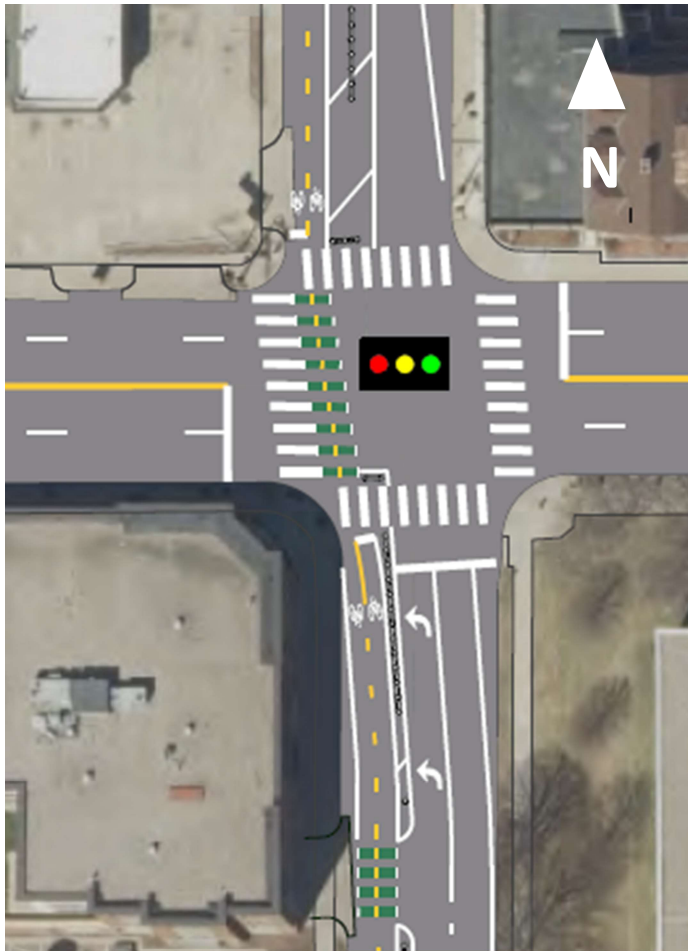
Existing



Proposed Design



Franklin/1st Intersection



1st Avenue (Franklin to 28th)

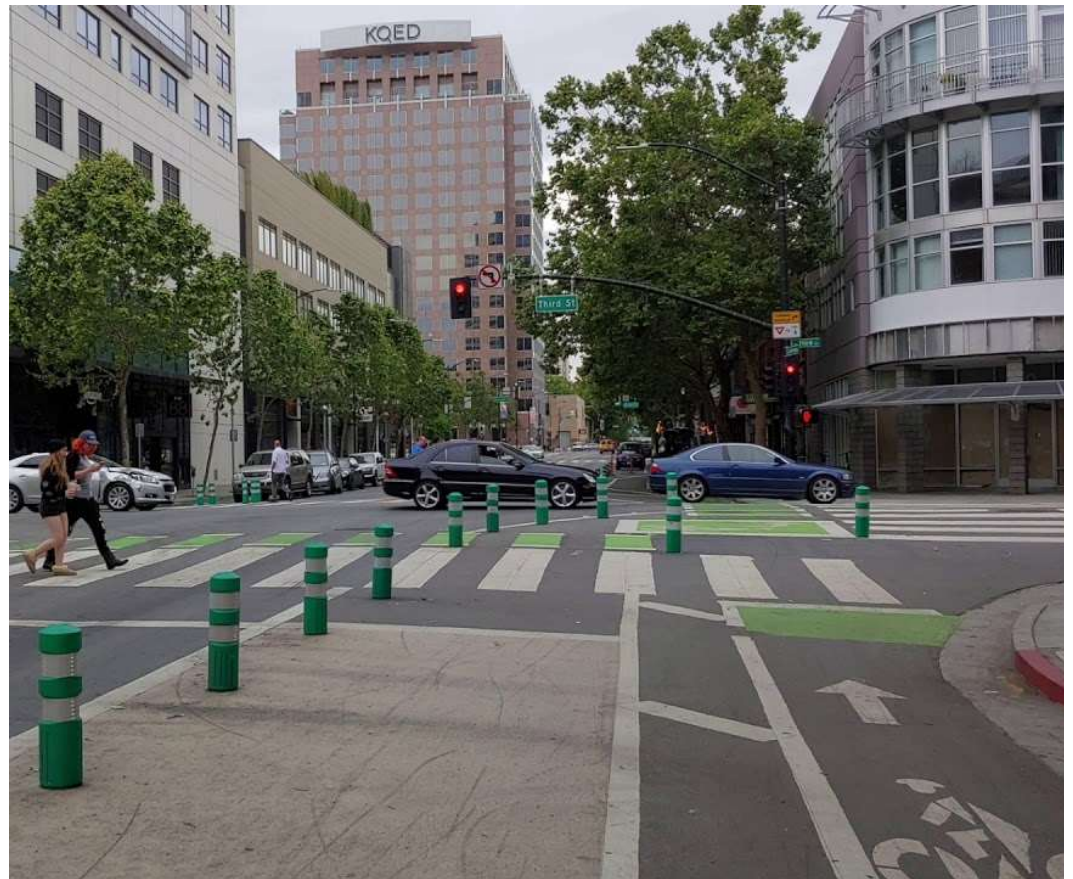
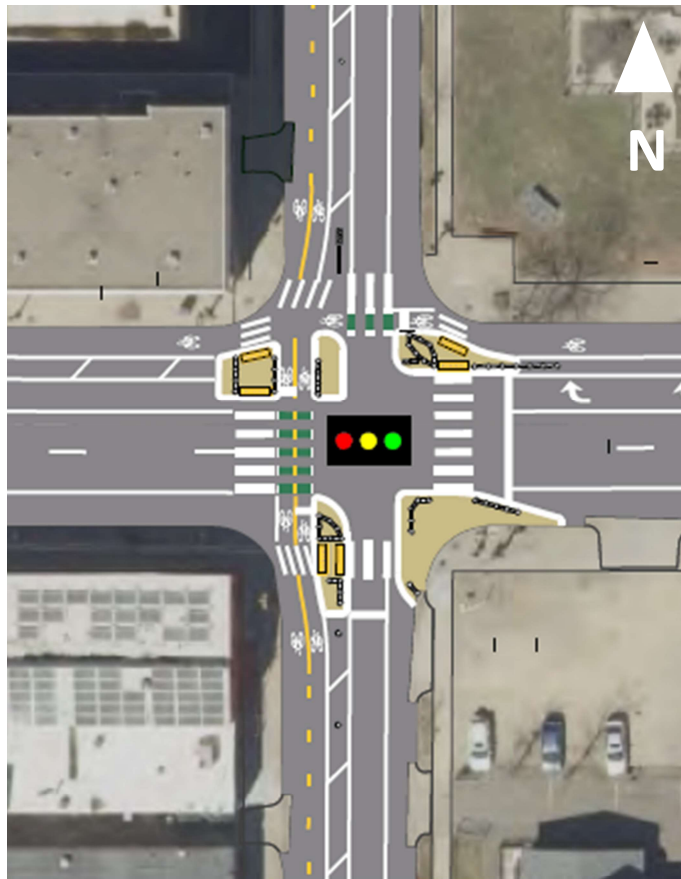
Existing



Proposed Design



1st Avenue/26th Street Intersection



28th Street (1st Avenue to Blaisdell)

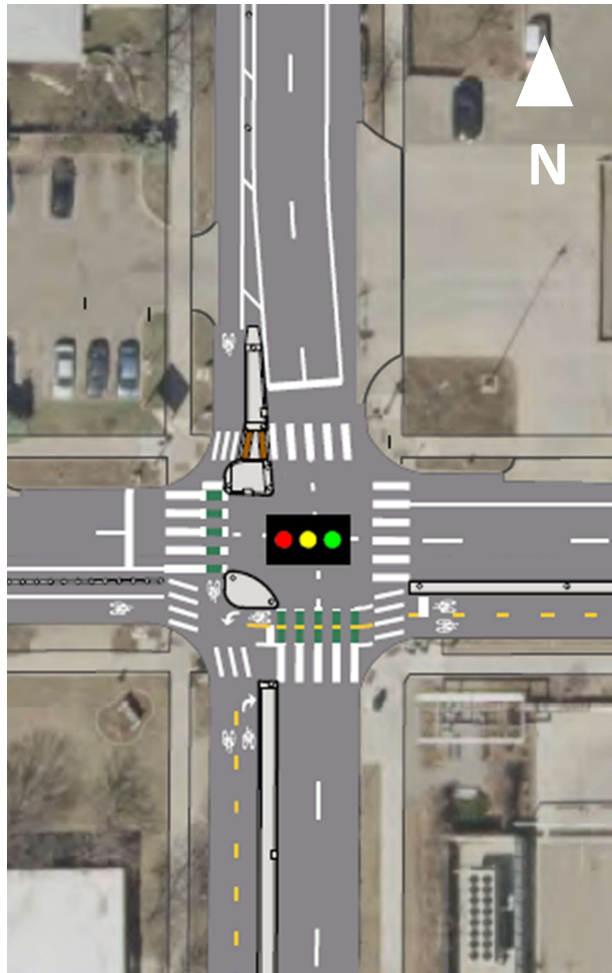
Existing



Proposed Design



Blaisdell/28th Intersection



Blaisdell Ave (28th to 31st)

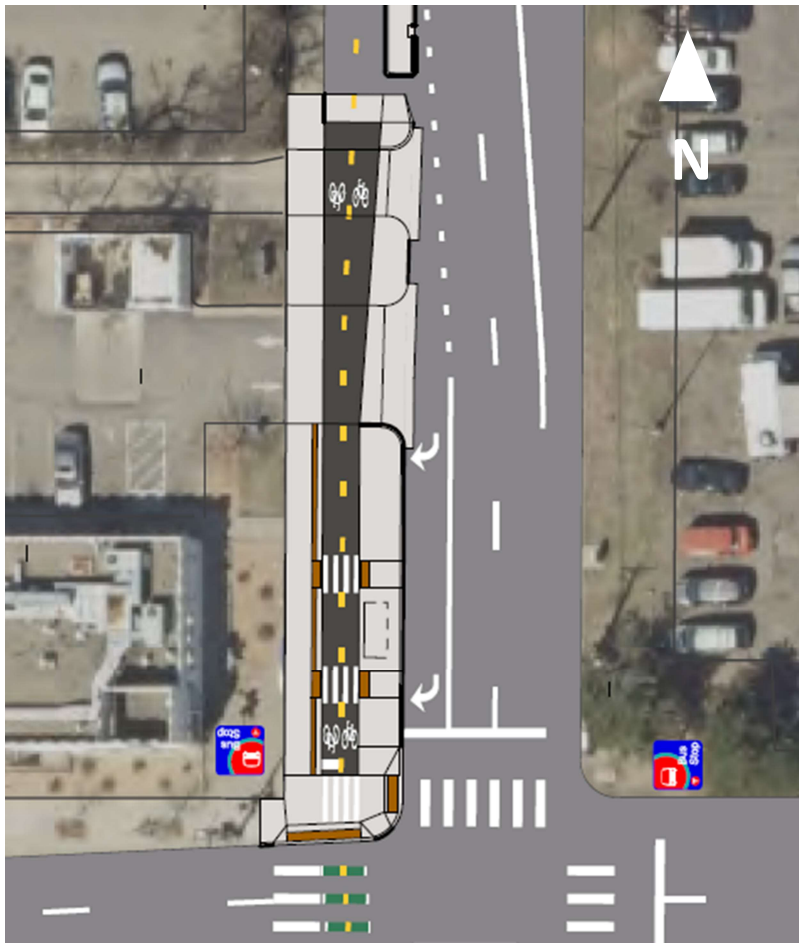
Existing



Proposed Design



Lake/Blaisdell Intersection



Blaisdell Ave (31st to 40th)

Existing

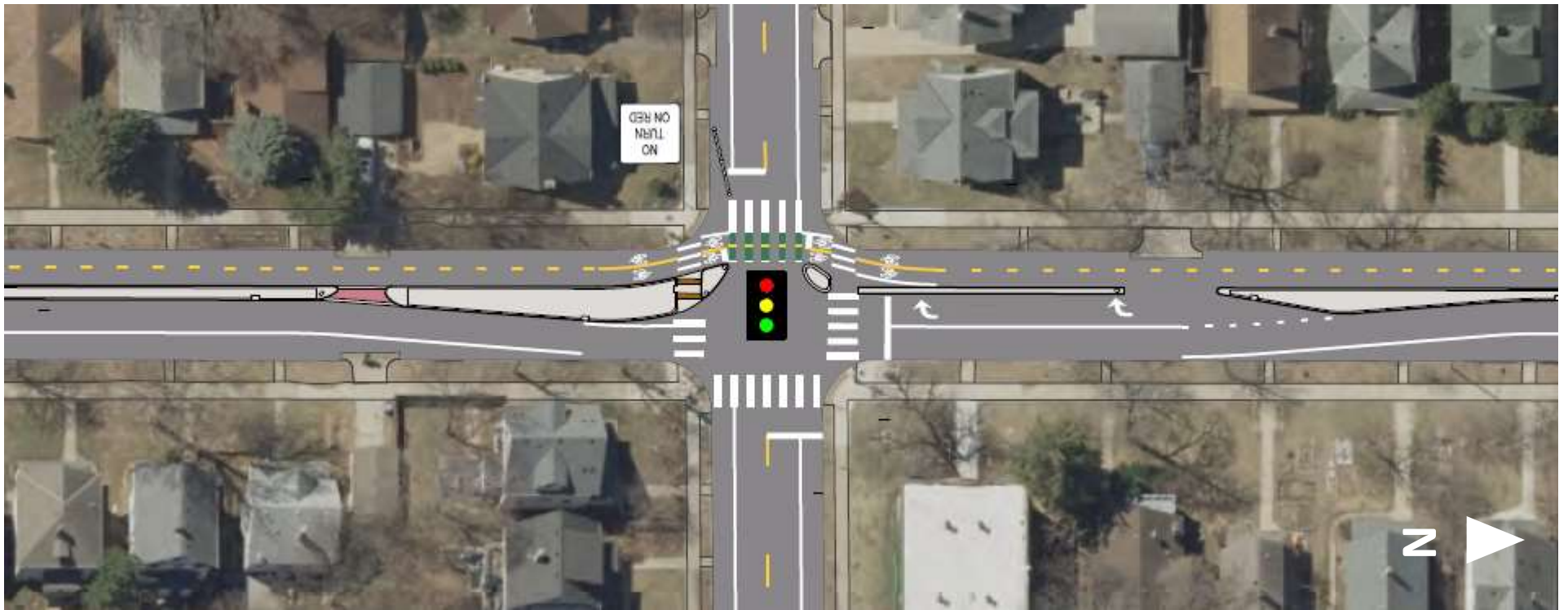


Proposed Design



35th, 36th, 38th Street & Blaisdell

35th, 36th, 38th Street



Providing Comments on this project

- On-line survey and wiki-map on project website: www.minneapolismn.gov/cip/whittier-lyndale-bikeway
- Via phone or text: (612)-440-0621
- Email: mike.samuelson@minneapolismn.gov

