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
**Winter 2020:** Initial Project Engagement

**Spring/Summer 2020:** Develop Initial Design

**Fall 2020:** Additional Engagement and Refine Design

**Winter 2020/2021:** Council Approval of Project Layout

**Winter/Spring 2021:** Detailed Design

**Summer/Fall 2021:** Construction
% vehicles speeding

High Injury Streets

14th St W to 15th St W
7%

22nd St W to 24th St W
6%

29th St W to Lake St W
29%

34th St W to 35th St W
61%

17th St E to 18th St E
65%

22nd St E to 24th St E
40%

29th St E to Lake St E
49%

34th St E to 35th St E
7%
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
  • 1\textsuperscript{st} Avenue: Bollard-separated bikeway
  • Blaisdell Avenue and 28\textsuperscript{th} Street: Curb-separated bikeway

• Pedestrian improvements at intersections

• Convert 1\textsuperscript{st} Avenue from Franklin to 28\textsuperscript{th} 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
1\textsuperscript{st} Avenue (15\textsuperscript{th} to Franklin)

Existing

Proposed Design
Franklin/1\textsuperscript{st} Intersection
1st Avenue (Franklin to 28th)

Existing

Proposed Design
1st Avenue/26th Street Intersection
28\textsuperscript{th} Street (1\textsuperscript{st} 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
35\textsuperscript{th}, 36\textsuperscript{th}, 38\textsuperscript{th} Street & Blaisdell

35\textsuperscript{th}, 36\textsuperscript{th}, 38\textsuperscript{th} 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