

What we learned from community engagement

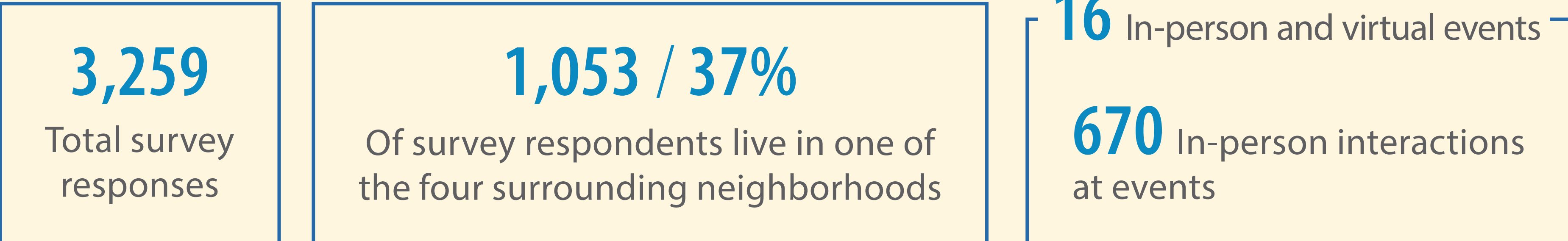
(June – August 2023)

From June to August 2023, the city asked for input on priorities and uses for the new roadway and potential public space(s) on the site. Engagement questions built on the community-driven desired outcomes and project goals created in the first phase of engagement (2022). Input was collected through in-person and virtual events and an online survey.

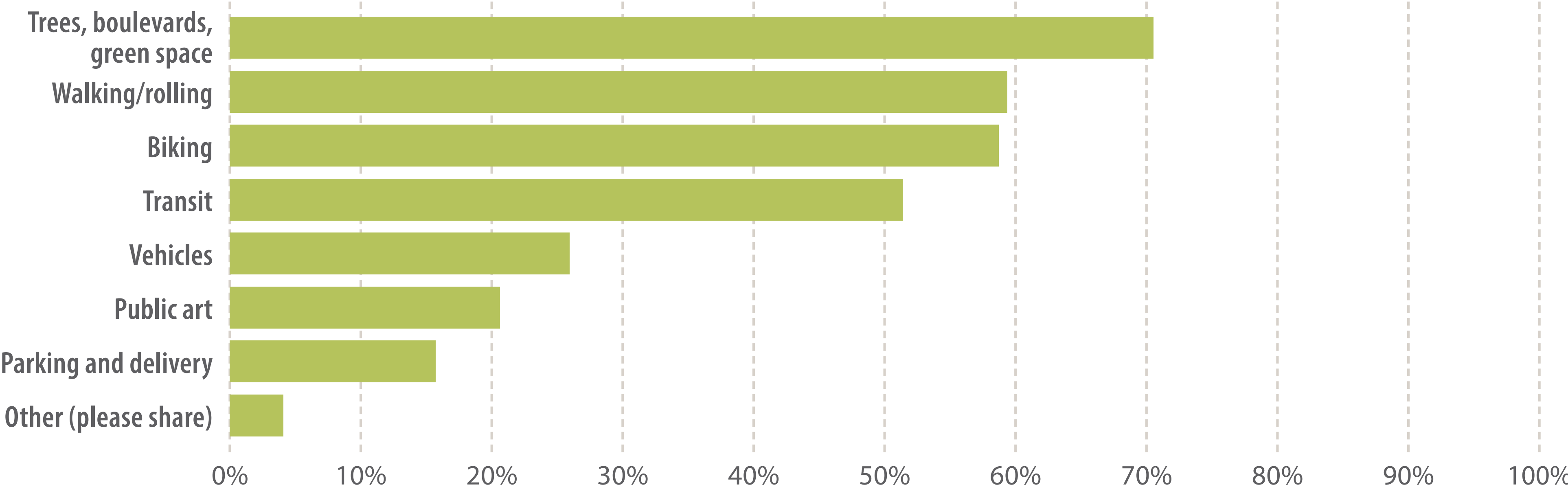
New Nicollet roadway takeaways

- The public desires a **pedestrian-friendly** New Nicollet Ave. Across the board, people prioritized **boulevards** and **green space** in the roadway design.
- **Bike infrastructure** was a priority for many, but not all groups engaged agreed. For those who did not prioritize bike infrastructure, it was due to the existing bike network on both 1st Ave and Blaisdell Ave.
- People want the pinch point on the Midtown Greenway from Blaisdell Ave to Nicollet Ave **widened** and a better **bicycle connection** to the Midtown Greenway via the city’s existing protected bikeway network on Blaisdell Ave or 1st Ave.

Engagement snapshot

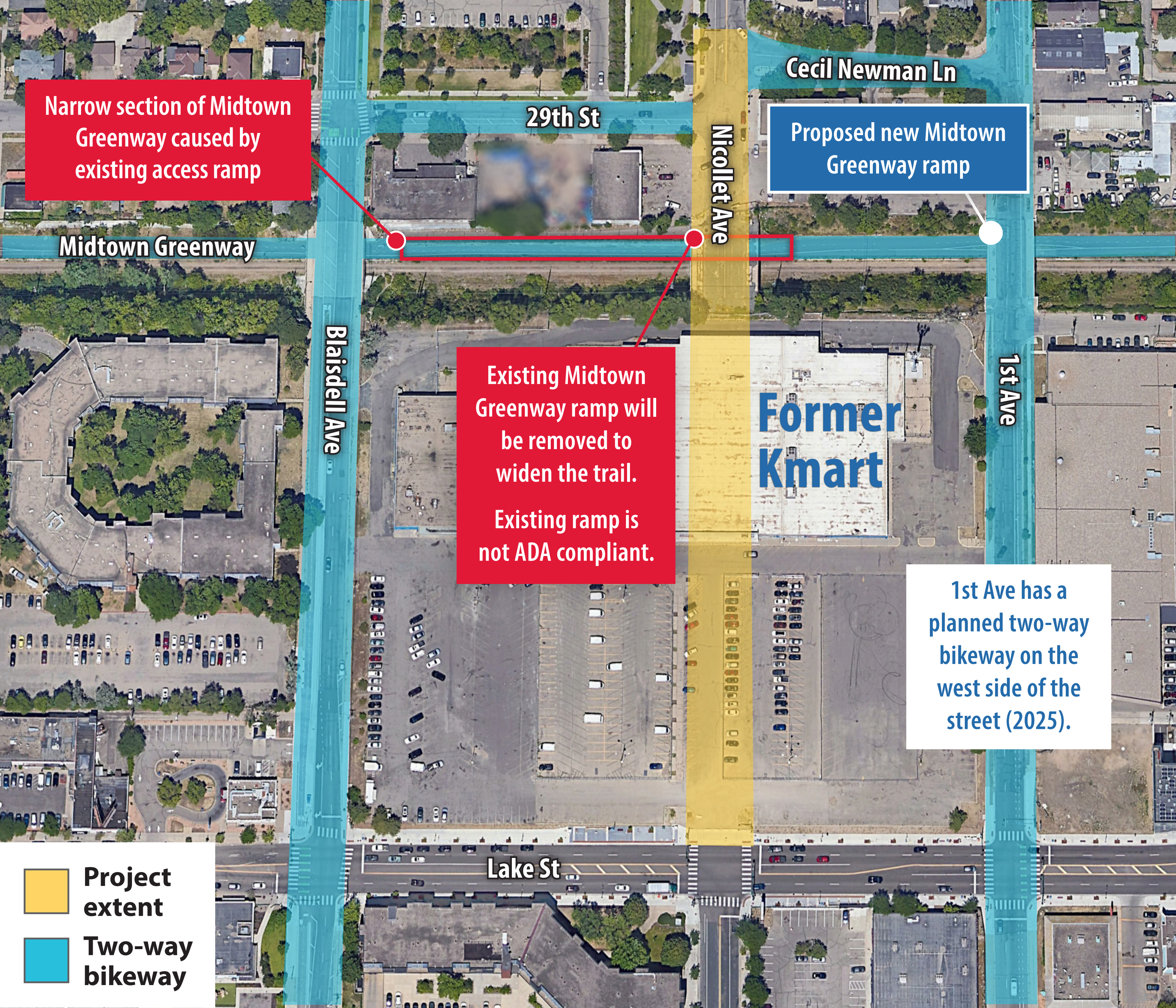


Roadway priorities



Survey respondents chose their top three priorities for the New Nicollet Avenue roadway.

Midtown Greenway Ramp is proposed to move to 1st Ave



What we heard

In Phase II, Part 1 of engagement, the project team heard that people want the pinch point on the Midtown Greenway from Blaisdell Ave to Niccollet Ave widened. People also want a better bicycle connection to the Midtown Greenway via the City’s existing protected bike network on Blaisdell Ave or 1st Ave.

With that feedback in mind, the new Midtown Greenway ramp will be moved one block east and will connect to 1st Ave to provide access between the trail and the project area. Additional bike connections through the site will be considered as part of the Public Space Framework.

Pinch point on the Midtown Greenway



Total width of section: '13

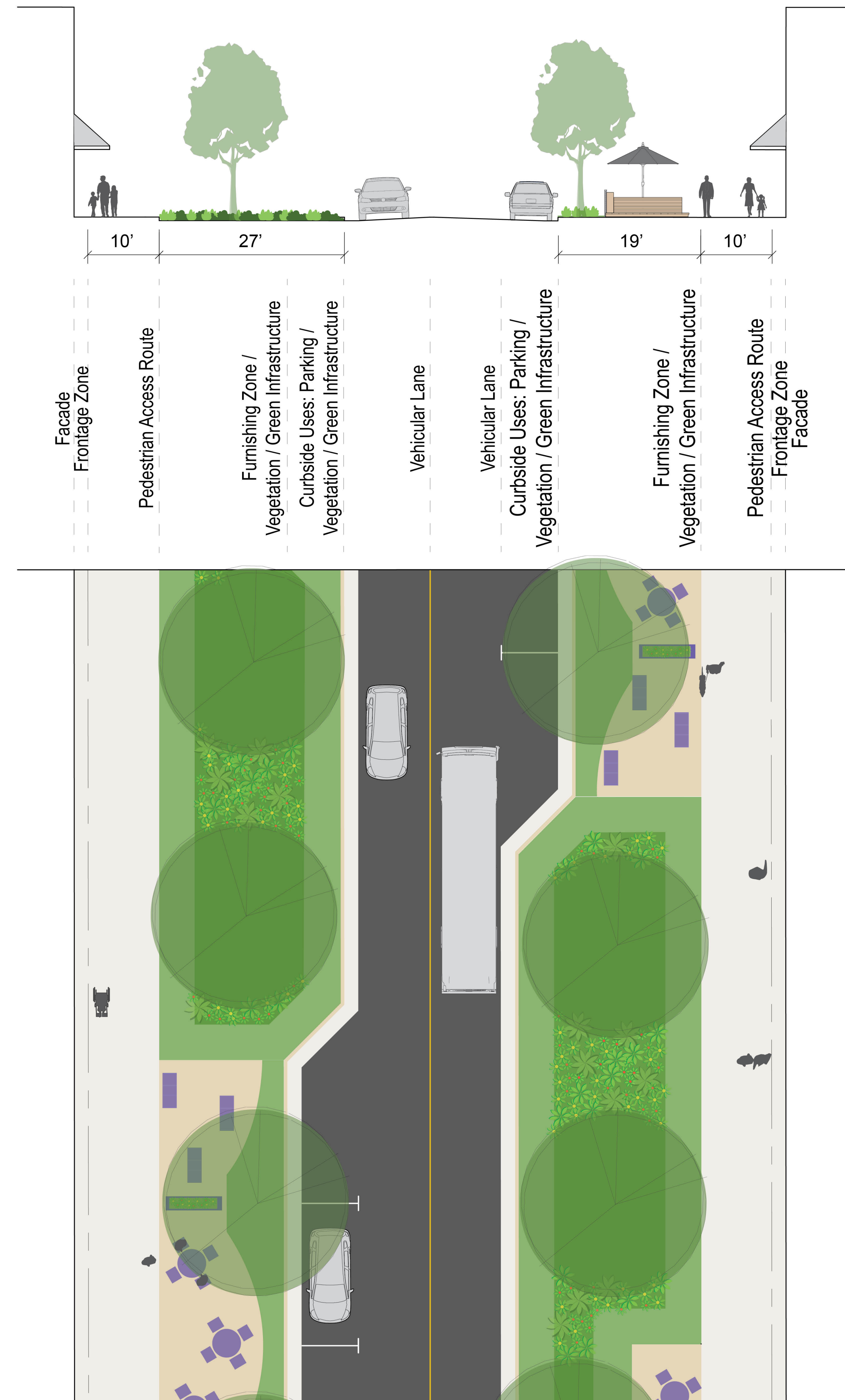
Typical Midtown Greenway width: 18' - 22'

Midtown Greenway, looking east under Niccollet Ave

Street concept 1

Key features:

- Transit, private and emergency vehicles on the roadway
- Alternating parking and green space
- No dedicated bike facility
- 10 ft wide sidewalks
- Sections of 20 ft + wide large green spaces or furnishing zones with trees



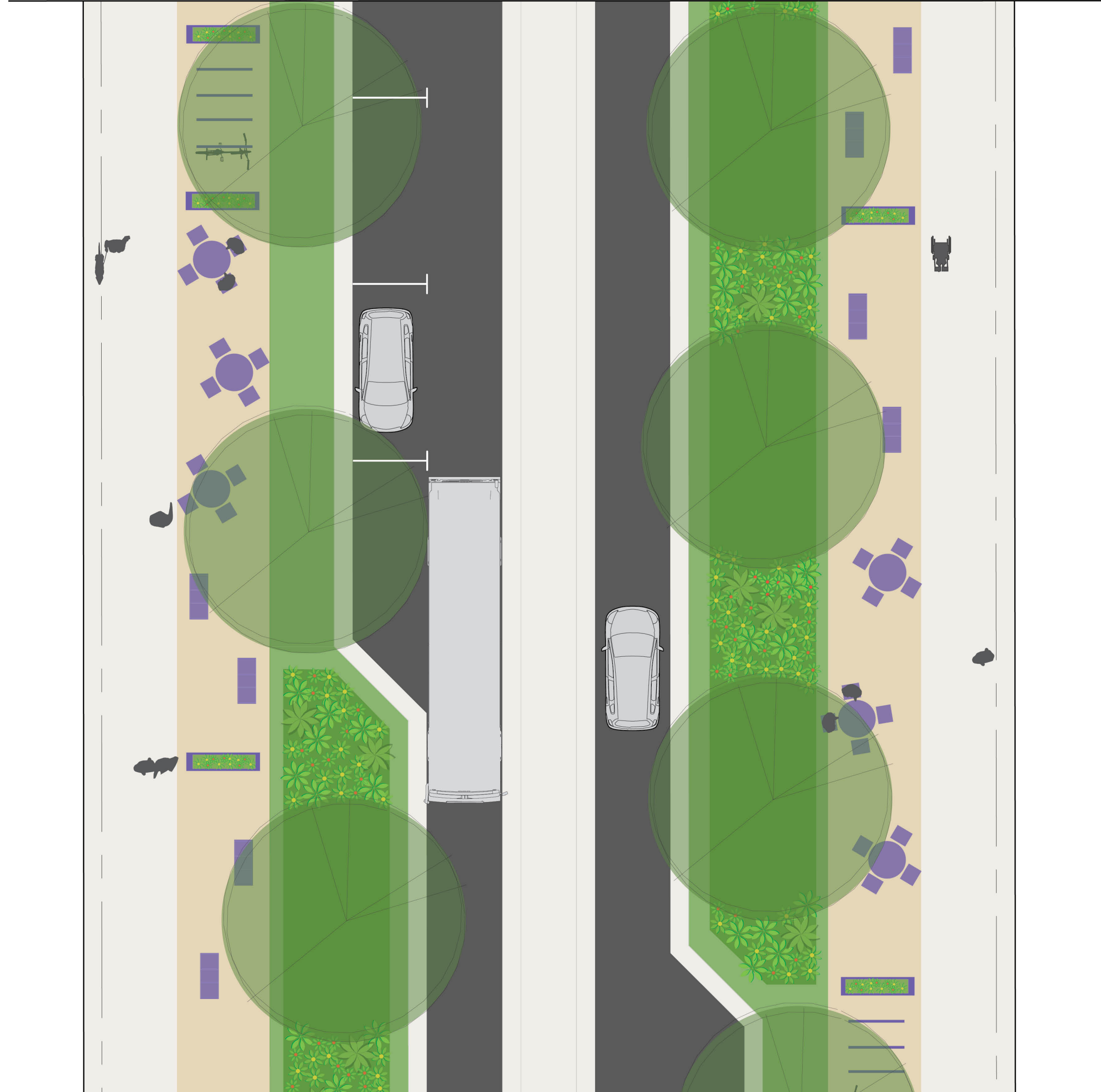
Street concept 1



Street concept 2

Key features:

- Transit, private and emergency vehicles on the roadway
- Median
- Alternating parking and green space
- No dedicated bike facility
- 8 ft wide sidewalks
- 8-15 ft wide boulevard green space
- 10 ft wide furnishing zones



0 5 10 20 40
Scale 1"= 10'

Street concept 2

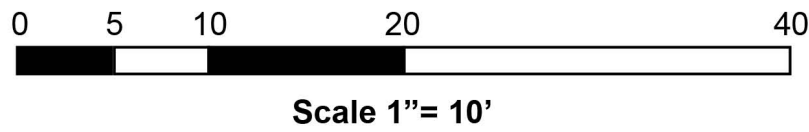
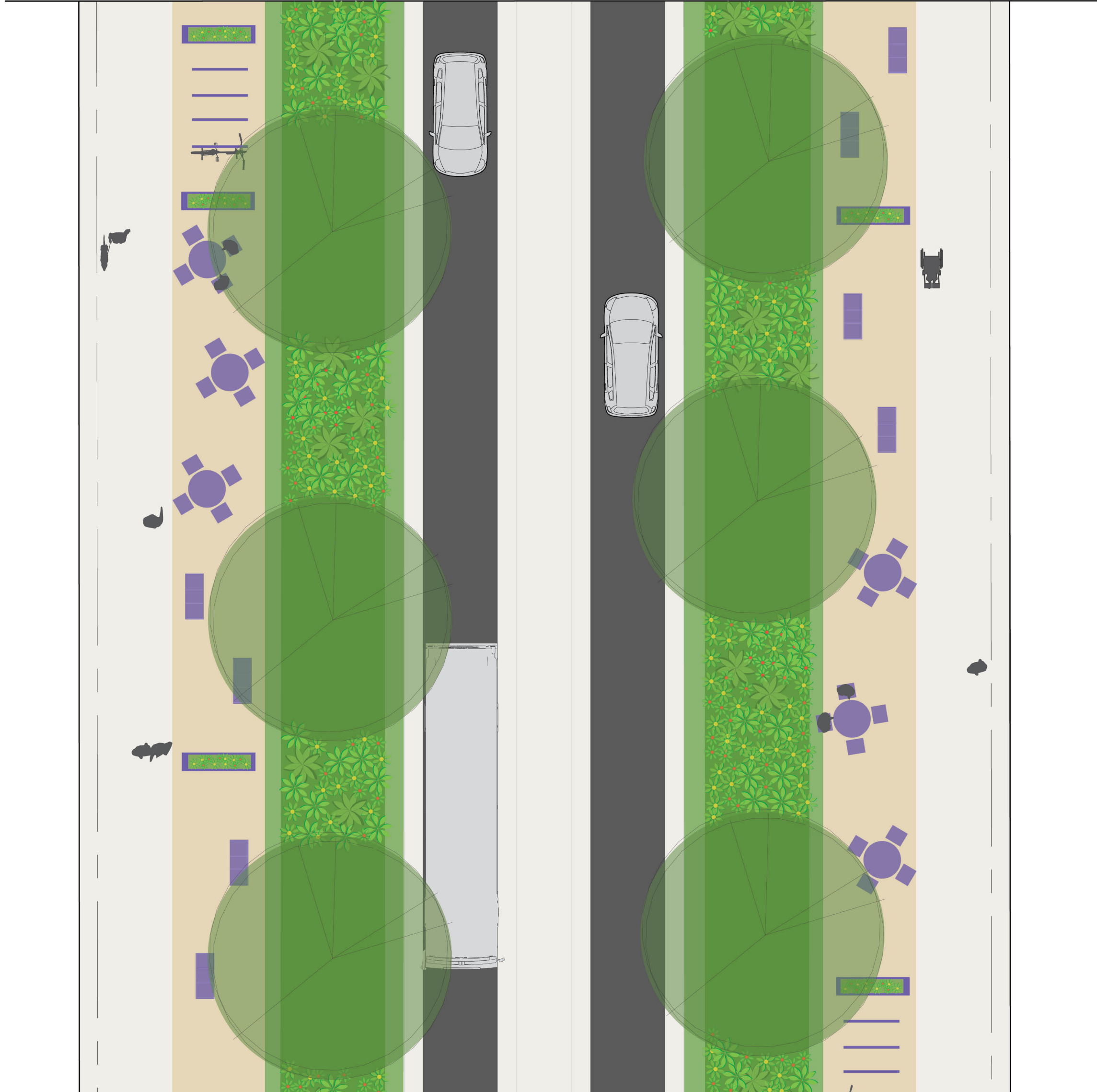
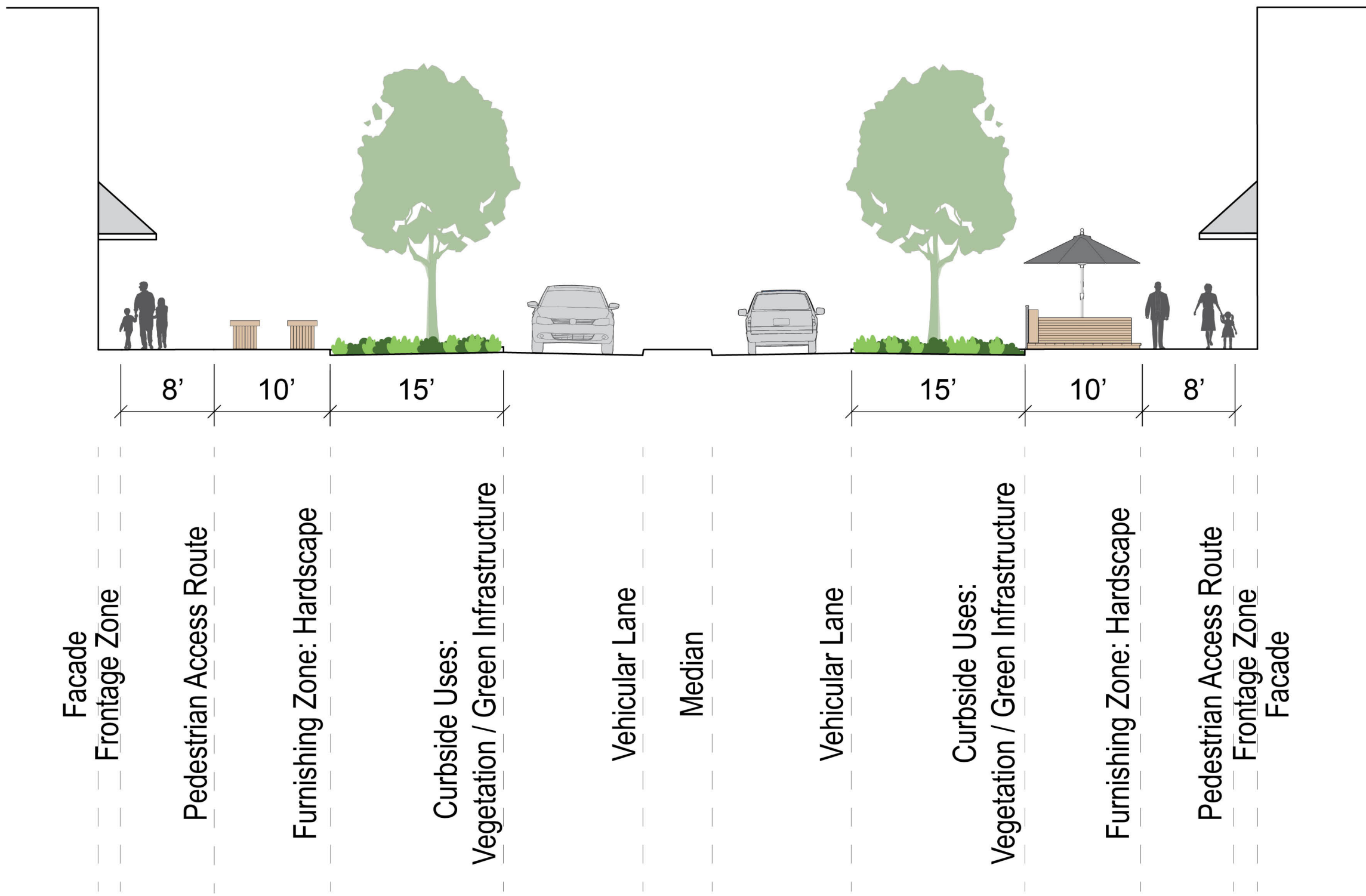


Nicollet Avenue Concept 2 – Looking South
For illustration purposes only

Street concept 3

Key features:

- Transit, private and emergency vehicles on the roadway
- Median
- No dedicated on-street parking
- No dedicated bike facility
- 8 ft wide sidewalks
- 15 ft wide boulevard green space
- 10 ft wide furnishing zones



Street concept 3

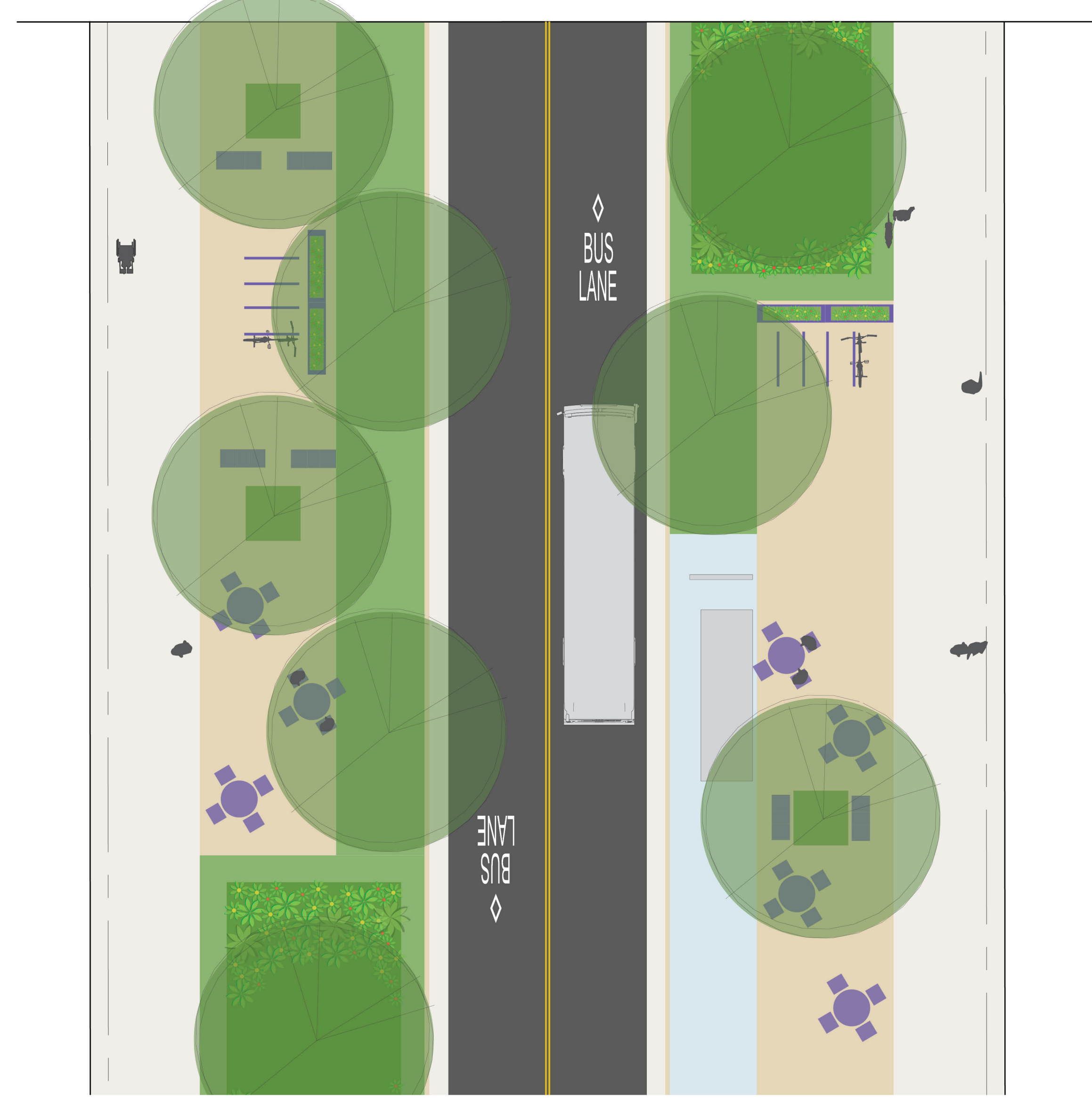


Nicollet Avenue Concept 3 – Looking South
For illustration purposes only

Street concept 4

Key features:

- Transit and emergency vehicles on the roadway
- No parking
- No dedicated bike facility
- 10 ft wide sidewalks
- 10 ft wide boulevard green space
- 15 ft wide furnishing zones with trees

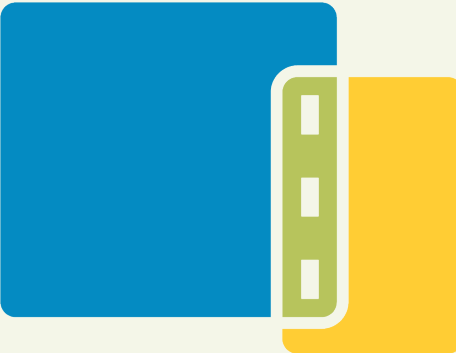


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Scale 1"= 10'

Street concept 4



Nicollet Avenue Concept 4 – Looking South
For illustration purposes only



NEW NICOLLET
REDEVELOPMENT



Minneapolis
City of Lakes