LYNDALE AVENUE SAFETY STUDY

Investigating Street Safety along a County Highway Corridor in Minneapolis

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In partnership with:
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EXISTING CONDITIONS ANALYSIS
The team’s data collection and analysis consisted of various aspects of the existing conditions of the Lyndale Ave South corridor. With the purpose of creating context for the project, a demographic analysis was performed on the area within a 15-minute walk from each intersection of the corridor. This data revealed inequities in the area and identified the most vulnerable populations to changes.

In order to successfully plan changes to the corridor, we assessed the community’s health. To ensure the health impacts of the residents on Lyndale are positive, we measured the community’s socioeconomic status, existing problems or concerns, and current health data trends by utilizing various health data sources. Additionally, health is impacted by environmental factors such as air quality, and thus we studied indicators of air pollution as well.

We also used resources developed by the City of Minneapolis itself, including reports on pedestrian, bicycle, and vehicular crashes to evaluate the safety of the Lyndale Ave corridor. They included helpful evaluations and design ideas that helped in proposing a new design for Lyndale Ave that will be safer for all users regardless of their mode of transportation.

Because Lyndale Avenue is a county road, it imperative to understand the relevant comprehensive plan components, including the Hennepin County 2040 Transportation Mobility Plan. Proposed recommendations are more substantial when considered in the light of the long-term goals of Hennepin County as well as the City of Minneapolis and the community itself.

To build a stronger report for this project, it’s essential that we have a firm understanding of the components, feasibility, implementation, and evaluation of any urban design solution we present as a possible safety solution for Lyndale Avenue. For that reason, we searched for and studied the best practices on the issue. Further, we examined case studies from comparable contexts to find appropriate design solutions on Lyndale Avenue.

COMMUNITY ENGAGEMENT SUMMARY
The team used an online survey to determine users’ attitudes and perceptions of safety. The survey ran from November 1st to 26th, 2020.
- 617 survey respondents
- 339 respondents left open-ended comments
- 70% of respondents live in the zip codes encompassing Lyndale Avenue South

KEY FINDINGS
- The population living in the 15-minute walkshed of the corridor is more white, higher wage earners, more likely to be college educated, and largely renters.
- Compared to Minnesota, the study area is above the 80th percentile for air quality indicators such as particulate matter, cancer risk, and respiratory health index. This shows that the air quality along the corridor is significantly worse than the rest of the state.
- Lyndale Avenue South is on the Vehicle High Injury Network and Pedestrian High Injury Network.
- Over the last decade of available data, the Lyndale and Lake St intersection has had the most pedestrian crashes of any intersection in the City of Minneapolis.
- Many cities have achieved success in increasing overall safety by utilizing a 4-to-3 lane conversion including Minneapolis and Chicago.
- 73% of survey respondents support a 4-to-3 lane conversion on Lyndale Avenue S
- Survey respondents generally feel safe walking along the corridor and visiting businesses but feel unsafe crossing or biking it.
- The safety intervention that most survey respondents supported was marked crosswalks at each intersection. The least supported was narrow drive lanes.

RECOMMENDATIONS
Using information from the analyses, case study, and community engagement data, the project team determined four recommendations to increase safety along Lyndale Avenue South
- 4-to-3 lane conversion (road diet)
- Wider sidewalks
- Improved corridor lighting
- Hennepin County joins Vision Zero
EXISTING CONDITIONS: DEMOGRAPHICS
A demographics analysis was conducted of the area along the Lyndale Ave S corridor. To determine who lives near it and would likely be the most affected by any changes to it, the team pinpointed the intersections along Lyndale. From there, we used ArcGIS’ Network Analyst function to map out the areas within a 15 minute walk from those intersections. A 15 minute walk is on average about three-quarters of a mile. A similar analysis was conducted to calculate the area within a 15 minute bike ride from Lyndale. A 15 minute bike ride was estimated to be 2.5 miles.

From there, we narrowed down the census tracts that fall within the walkshed and bikeshed. The demographics analysis was done on those census tracts using data from the American Community Survey (2018).
RACE & ETHNICITY

The walkshed is 73.0% white, while the bikeshed is 63.8% white. Minneapolis’ population as a whole is 59.8% white, which indicates that there is a concentration of white residents along the corridor. Every other ethnic/racial group is a smaller proportion along the corridor than in Minneapolis. This is particularly stark among Black residents, who make up 10.4% of the walkshed’s population, compared to the city’s 19.0%.

Race & Ethnicity of Study Area Population, 2018

Source: American Community Survey 2018
Household incomes along Lyndale are generally higher than the city as a whole. The percentage of households living on less than $20,000 per year is lower in the walkshed (14%) than in the city (18.5%). Households making more than $100,000 are more densely populated in the walkshed and the bikeshed (33% each) than in the city (29%). The rest of the income brackets for the corridor are about the same as the city’s. It was noted that despite the corridor having overall higher incomes, 44% of Black residents live on less than $20,000 per year. This trend is seen in the bikeshed and Minneapolis: the largest income bracket for Black people is less than $20,000 with the numbers dropping at higher income brackets.

Source: American Community Survey 2018
EDUCATIONAL ATTAINMENT

The percentage of residents who have had no college education is lower in the walkshed (17%) than in Minneapolis (26%). Along the same lines, the percentage of residents who have a bachelor’s degree or higher is greater in the walkshed (60%) than in the city (50%).

Educational Attainment of Study Area Population, 2018

Source: American Community Survey 2018
The residents along the corridor skew younger, with 44% of the walkshed aged 20 - 39 years old. This is, however, in line with the rest of the city where 40% of its population is in that age range. Likewise, both areas’ populations are only 10% seniors (65 years of age or older).

### Relevant Population Pyramids, 2018

**Walkshed**

![Population Pyramid for Walkshed, 2018](image)

**Bikeshed**

![Population Pyramid for Bikeshed, 2018](image)

**Minneapolis**

![Population Pyramid for Minneapolis, 2018](image)

83% of walkshed households have access to at least one vehicle, which is in line with the rest of Minneapolis (82%). Because of this high rate of vehicle accessibility, 62% of residents drive to work alone, while only 6% carpooled. This is the same in the walkshed, bikeshed, and the city. These numbers are, however, from 2018. COVID-19 has increased the number of people working from home and has made some people wary of using public transportation. As a result, the percentages of commuting methods likely differ from current trends.

Source: American Community Survey 2018
The area immediately surrounding Lyndale is more of a renter community than the surrounding area. Within the walkshed, 59% of households are renter occupied, while the bikeshed and Minneapolis are 53% renter occupied.

The disparities in tenure can be seen along racial lines. Black residents rent at a significantly higher rate (81%) in Minneapolis, but particularly along the Lyndale corridor (89%). Despite owner-occupied households making up only 41% of the walkshed, 48% of white households own. Rates of white homeownership increase as one zooms out from the walkshed. Asian households own homes at a rate closer to the city-wide average (37%), which is much higher than all other non-white racial or ethnic groups.

### Residential Tenure for Study Area, 2018

<table>
<thead>
<tr>
<th></th>
<th>Black</th>
<th>American Indian</th>
<th>Asian</th>
<th>Other</th>
<th>Two Or More</th>
<th>White</th>
<th>Hispanic or Latinx</th>
<th>All</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walkshed</td>
<td>Renter</td>
<td>89%</td>
<td>82%</td>
<td>62%</td>
<td>88%</td>
<td>80%</td>
<td>52%</td>
<td>83%</td>
</tr>
<tr>
<td></td>
<td>Owner</td>
<td>11%</td>
<td>18%</td>
<td>38%</td>
<td>12%</td>
<td>20%</td>
<td>48%</td>
<td>17%</td>
</tr>
<tr>
<td>Bikeshed</td>
<td>Renter</td>
<td>85%</td>
<td>81%</td>
<td>62%</td>
<td>83%</td>
<td>71%</td>
<td>43%</td>
<td>77%</td>
</tr>
<tr>
<td></td>
<td>Owner</td>
<td>15%</td>
<td>19%</td>
<td>38%</td>
<td>17%</td>
<td>29%</td>
<td>57%</td>
<td>23%</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>Renter</td>
<td>81%</td>
<td>79%</td>
<td>63%</td>
<td>76%</td>
<td>68%</td>
<td>43%</td>
<td>73%</td>
</tr>
<tr>
<td></td>
<td>Owner</td>
<td>19%</td>
<td>21%</td>
<td>37%</td>
<td>24%</td>
<td>32%</td>
<td>57%</td>
<td>27%</td>
</tr>
</tbody>
</table>

Source: American Community Survey 2018

Source: Google Maps
EXISTING CONDITIONS: CRASH DATA
CRASH OVERVIEW

To help better understand the existing conditions on Lyndale Ave, a crash analysis was conducted for the whole project corridor, from Franklin Ave to 31st St W. The data used was all publicly available and found on the City of Minneapolis website. Unfortunately, due to a change in how the Minneapolis Police Department processes crash reports, the most recent publicly available data was from 2015. This analysis used the last three years of available data, which in this case was 2013-2015. Information about each crash that was useful included location, date and time, type of crash, and injury severity. Other information that would have benefited this analysis, including information about demographics and age, was not available.

The crash analysis looked at four different categories: location, crash type, injury severity, and pedestrians. Each category can help us to better understand the conditions in the corridor. Location, crash type, and injury severity all use 3-year data, while we chose to use 10-year data for pedestrian crashes in order to better understand them, since the volume of pedestrian crashes is low each year.

The bar graph below shows the crashes per intersection. The intersection of Lyndale and Lake St had the most crashes over the 3-year period, with 57, while the Lyndale and 31st St intersection had the least, with 18 crashes. The 31st St intersection is the outlier of the data, which could be attributed to the lower volume of the cross street. The other two intersections with lower crash numbers, 25th St W and 27th St W, are the only two unsignalized intersections within this corridor.

Crashes By Location, 2013-2015

![Crashes By Location, 2013-2015](https://minneapolis.ms2soft.com/tcds/tsearch.asp?loc=minneapolis)
This graph and table display the number of crashes that happened in the corridor by crash type. Rear end crashes were the most frequent of the twelve types that were recorded, which can be attributed to the surge in 2014. The oddity about this surge is the crashes were spread out throughout the year and corridor intersections, so it was not due to one single event. Parked vehicle crashes were the second most frequent, followed by right angle and side swipe crashes. All other types of crashes were much rarer, all averaging less than 5 instances per year over the three-year study period.

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Backing</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Bicycle</td>
<td>4</td>
<td>5</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>Fixed Object</td>
<td>2</td>
<td>5</td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td>Head On</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Left Turn</td>
<td>4</td>
<td>7</td>
<td>3</td>
<td>14</td>
</tr>
<tr>
<td>Parked Vehicle</td>
<td>19</td>
<td>20</td>
<td>4</td>
<td>43</td>
</tr>
<tr>
<td>Parking</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>2</td>
<td>6</td>
<td>4</td>
<td>12</td>
</tr>
<tr>
<td>Rear End</td>
<td>12</td>
<td>41</td>
<td>7</td>
<td>60</td>
</tr>
<tr>
<td>Right Angle</td>
<td>8</td>
<td>15</td>
<td>4</td>
<td>27</td>
</tr>
<tr>
<td>Right Turn</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Side Swipe</td>
<td>11</td>
<td>14</td>
<td>1</td>
<td>26</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>68</td>
<td>122</td>
<td>30</td>
<td>220</td>
</tr>
</tbody>
</table>

Source: https://minneapolis.ms2soft.com/tcds/tsearch.asp?loc=minneapolis
INJURY SEVERITY

This graph displays information about the severity of each crash. This severity metric is only related to human harm and does not mention how severe the property damage was. For example, a crash with a cracked bumper would be in the same category as one that totaled a car but did not cause an injury.

There are three injury categories listed on the graph above, but there are five total. The categories are PDO, Injury C, Injury B, Injury A, and Fatal. PDO is property damage only, meaning no humans were injured as a result of the crash and only property was damaged. The next three categories relate to the severity of an injury. Injury C is a possible injury, Injury B is a non-incapacitating injury, while Injury A is an incapacitating injury. Fatal is a crash that causes a death.

Most crashes in this corridor, about 75%, are property damage only. Another 20% ended in possible injuries, and a little more than 5% resulted in non-incapacitating injuries. In this three-year study period, there were no crashes that resulted in incapacitating injuries or fatalities.

### Injury Levels, 2013-2015

<table>
<thead>
<tr>
<th>Injury Level</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Damage Only</td>
<td>53</td>
<td>90</td>
<td>20</td>
<td>163</td>
<td>74%</td>
</tr>
<tr>
<td>Possible Injury (C)</td>
<td>11</td>
<td>26</td>
<td>5</td>
<td>42</td>
<td>19%</td>
</tr>
<tr>
<td>Non-Incapacitating Injury (B)</td>
<td>4</td>
<td>6</td>
<td>5</td>
<td>15</td>
<td>7%</td>
</tr>
<tr>
<td>Incapacitating Injury (A)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>68</strong></td>
<td><strong>122</strong></td>
<td><strong>30</strong></td>
<td><strong>220</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: https://minneapolis.ms2soft.com/tcds/tsearch.asp?loc=minneapolis
CRASHES WITH PEDESTRIANS

The graphic below shows the concentration of pedestrian crashes in our corridor over a ten-year span (2007-2016). Pedestrian crashes were highest at three points: Lyndale and Franklin, Lyndale and 26th, and Lyndale and Lake. There is a lot of commercial space near these intersections, which is a draw for pedestrians. Pedestrian crashes were lowest at the intersections of 25th St W and 29th St W. 29th St W is a T-intersection and does not continue east past Lyndale.

According to the 2017 Pedestrian Crash Study, released by the City of Minneapolis, the Lake St and Lyndale Ave intersection has the highest number of pedestrian crashes in the whole city over the last ten years, making it a priority intersection for infrastructure improvements to reduce the number of pedestrian accidents. The other concentration points in our corridor make an appearance on this list too, with 26th St and Lyndale placing 10th and Franklin Ave and Lyndale placing 23rd. Of the crashes in the corridor, vehicles making left turns accounted for almost half of the total crashes. It is important to note that pedestrian crashes are likely to be underreported and near misses are not included in this number (City of Minneapolis, 2017).

Pedestrian Crashes, 2007-2016

Source: https://minneapolis.ms2soft.com/tcds/tsearch.asp?loc=minneapolis
VISION ZERO POLICIES

In addition to the crash data available on the City of Minneapolis website, two other documents were consulted for this section: the 2017 Pedestrian Crash study and the 2018 Vision Zero Crash Study, both published by the City of Minneapolis. Both were prepared in conjunction with the City of Minneapolis Joining Vision Zero in 2017. As you can expect, the 2017 study focused on Pedestrian crashes and ways to mitigate them, while the 2018 study focused on vehicle and bicycle crashes.

The Pedestrian Crash Study notes that of the 110 miles of pedestrian crash concentration corridors within the city of Minneapolis (areas with a high number of pedestrian crashes), 38 miles are along county owned roads. This represents more than 40% of all county owned roads within Minneapolis, while the other 62 miles owned by the city only represent 7% of city owned roads (City of Minneapolis, 2017).

The speed limit of a road plays a factor in the number of pedestrian crashes. Roads with 30 and 35 MPH speed limits are overrepresented in the number of pedestrian crashes, while roads with speed limits of 25 MPH were underrepresented. At the time that this report came out, the only roads with 25 MPH speed limits were the parkway system, which has very high pedestrian activity (City of Minneapolis, 2017).

The speed limit also makes the difference in the likelihood of a severe injury or a fatality. At 20 MPH, there is a 13% chance of a severe injury or fatality. At 30 MPH, this is upped to 40%, and at 40 MPH there is a 73% chance of this occurring (City of Minneapolis, 2018).

Finally, it is important to note that these reports recommend different strategies on how to reduce crashes and deaths. The City of Minneapolis has recently implemented many of the engineering strategies designed to create a safer roadway, however, not many of them have been implemented on county roads, like Lyndale Ave (City of Minneapolis, 2017).
3

EXISTING CONDITIONS: HEALTH DATA
Before getting into specific health data, our group felt it necessary to incorporate the social determinants of health as a guide in determining the necessary recommendations for the Lyndale Ave corridor. The social determinants of health are conditions in the environments where people are born, live, work, play, worship, and age that affect a wide range of health, functioning, and quality-of-life outcomes and risks (Healthy People 2030). As pictured, they can be grouped into five domains: Economic Stability (green), Education Access and Quality (dark blue), Health Care Access and Quality (red), Neighborhood and Built Environment (light blue), and Social and Community Context (yellow). The social determinants of health have a major impact on people’s health and lives. When we can plan in accordance to these determinants, we can ensure positive health outcomes for the residents along Lyndale Ave. By taking these determinants into consideration, we can compare with the existing conditions data and our survey data to come up with the appropriate recommendations. To better understand the corridor we felt it was important to study the current conditions of the corridor that impact the community’s health.

For our study, we used 3-4 sources to further inform our recommendations for updating the corridor: MN Compass, US census, the Hennepin County SHAPE adult data book 2018: Survey of the Health of All the Population and the Environment, and the EJ screen tool.

Before going into more detail about the existing health conditions on Lyndale Ave, it is important to recognize the limitations in finding health data: it is very hard to find data that is specific and specific to an area of study. Collecting health data can be very expensive and there are restrictive policies, such as HIPPA, that make it even harder to collect data on specific topics. Using sources such as the MN Compass and US Census only include the topic of health coverage for certain areas, which alone can be considered an important social determinant of health. However, there are many other contributors to health within the built environment that need to be taken into consideration other than health coverage. This is where SHAPE can be more helpful.

The 2018 Adult Survey of the Health of All the Population and the Environment, or SHAPE 2018, is the latest implementation in a series of surveys collecting information on the health of Hennepin County residents and the factors that affect their health across a broad range of topics. SHAPE results help us understand how healthy residents are, examine differences in health among...
different communities, and understand how social factors such as income, education, and housing stability affect health (Hennepin County, SHAPE 2018). In utilizing this source, along with other engagement activities, will provide us with the data necessary to determine the health of the residents within our project area and ultimately what solutions or recommendations are needed in order to make the corridor healthier and better for all residents. As previously mentioned, SHAPE’s data pertains to all of Hennepin County or is consolidated by areas such as Minneapolis North, Minneapolis Northeast/ Central, Minneapolis Phillips/Powderhorn, and Minneapolis South, not necessarily specific to our project area. Gathering health data for specific areas and zip codes is much more vigorous and expensive than gathering health data for larger cities, counties and areas. Due to this, we chose to gather information from the Minneapolis South area as our project corridor lies within a majority of that area. Insert here This is important to note because our final health impact assessment will not be entirely specific to our project area. However, some data is better than none.

<table>
<thead>
<tr>
<th>Sample SHAPE Data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Table 1</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Selected race/ethnicity</strong></td>
</tr>
<tr>
<td>Hispanic</td>
</tr>
<tr>
<td>Non-Hispanic</td>
</tr>
<tr>
<td>American Indian or Alaska Native</td>
</tr>
<tr>
<td>Asian or Asian American</td>
</tr>
<tr>
<td>Southeast Asian</td>
</tr>
<tr>
<td>Black or African American</td>
</tr>
<tr>
<td>US-born black</td>
</tr>
<tr>
<td>Foreign-born black</td>
</tr>
<tr>
<td>White</td>
</tr>
<tr>
<td><strong>Household income</strong></td>
</tr>
<tr>
<td>&lt; 200% of Federal Poverty Level</td>
</tr>
<tr>
<td>&lt; 100% of Federal Poverty Level</td>
</tr>
<tr>
<td>100 - 199% of Federal Poverty Level</td>
</tr>
<tr>
<td>≥ 200% of Federal Poverty Level</td>
</tr>
<tr>
<td><strong>Educational attainment</strong></td>
</tr>
<tr>
<td>Less than high school</td>
</tr>
<tr>
<td>High school or GED</td>
</tr>
<tr>
<td>Some college</td>
</tr>
<tr>
<td>College degree or higher</td>
</tr>
<tr>
<td><strong>Housing insecurity</strong></td>
</tr>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
<tr>
<td><strong>Self-reported disability</strong></td>
</tr>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
<tr>
<td><strong>Frequent mental distress</strong></td>
</tr>
<tr>
<td>Yes</td>
</tr>
<tr>
<td>No</td>
</tr>
</tbody>
</table>

Source: SHAPE America
SHAPE provided us data that compared the total population for Hennepin County to the total population of the Minneapolis South area, and data for all of Hennepin County that was broken out by health topics such as demographics, educational attainment and household income etc. For our project we focused on the overall health of the population for Minneapolis South and the data that aligned with the social determinants of health. For example, when comparing the overall health for Hennepin County and Minneapolis South, Minneapolis South seems to sit right in the middle of very good and poor health outcomes. When looking at data specific to stress levels for all of Hennepin Avenue there seems to be a disparity in the levels of stress for those who have a lower household income. This source was extremely beneficial in formulating inferences that ultimately influenced our recommendations to better the Lyndale Avenue South corridor.

In addition to the Hennepin County Shape health data, we used Minnesota Compass to track and analyze trends and data on the topics that impact Minnesotans’ quality of life. Minnesota Compass provides a data by geography tool. In using this tool, you can select the various census tracts that make up all or part of the area you are wanting to acquire data for. This tool was very helpful in pinpointing specific conditions and trends that relate to our project area, which is made up of four different census tracts. For instance, we were able to collect data specific to those four census tracts that included demographics, health, economy, and even data on transportation related topics.

In regards to health data, Minnesota Compass only included health data in relation to the topic of health care coverage for the four census tracts. Specifically, out of a total population of 16,447 for the four census tracts, 15,809 are insured. Although this is important information, there are an abundance of other health related topics that need to be taken into consideration. However, Minnesota Compass gave great detail about the other sources of data that was especially helpful in determining what solutions would not work for the Lyndale Avenue South corridor.
Lastly, we considered air quality because proximity to large roads can lead to health complications, including asthma and lung cancer. EJScreen, the environmental justice mapping tool by the Environmental Protection Agency, provides information on a number of environmental justice related metrics, including environmental indicators, EJ indices, and demographic indicators. This tool was used to quantify the air quality metrics of a one-block radius of the project area on Lyndale Avenue South. The following graph shows the project area’s percentile for several pollution metrics, including PM 2.5 (particulate matter), Ozone, and three metrics from NATA (National-Scale Air Toxics Assessment): NATA Diesel PM, NATA Cancer Risk, and the NATA Respiratory HI (respiratory hazard index).

Compared to Minnesota, the study area is above the 80th percentile for PM 2.5, Diesel, Cancer Risk, and Respiratory HI. This indicates that 80% or more of the state has equal or lower values for these metrics. Specifically, the PM 2.5 values are in the 89th percentile of the state. The PM 2.5 level is the annual average of particulate matter in the air, measured in micrograms per cubic meter. The NATA Diesel PM values are in the 94th percentile, indicating that 94% of the state has equal or lower values of diesel particulate matter in the air; this is measured in micrograms per cubic meter. The NATA Cancer Risk is the lifetime cancer risk from inhalation of air toxics. This metric is in the 81st percentile of the state, so 81% of the state has an equal or lower cancer risk value than the study corridor. The NATA Respiratory Hazard Index is in the 85th percentile, so 85% of the state has equal or lower values on the respiratory hazard index; this index is a ratio of exposure concentration to health-based reference concentration. All NATA data used in this tool is from 2014, and the particulate matter and ozone metrics are from 2016. Specific maps for each of these metrics are available in the appendix. Simply put, the study area has higher levels of air pollution, cancer risks, and hazards than the majority of Minnesota.

Similar to the Hennepin County SHAPE data, this tool uses a wider scale than is ideal for our project; however, the data provided is still useful in demonstrating the higher pollution in the study area. We were able to obtain percentiles for the study area within a one-block radius of Lyndale Ave South. Unfortunately, due to the scale, we are unable to conclude that Lyndale Avenue South specifically is a significant source of pollution, but we can deduce that the area is more polluted by these indices compared to the Region, State, and Country. This is useful in highlighting the related health concerns for residents, users, and visitors of Lyndale, and again, helpful in determining what solutions would be more beneficial for the corridor and align with the social determinants of health.
Analysis Area, Air Quality

Source: EJScreen by EPA
https://ejscreen.epa.gov/mapper/

Air Quality: Environmental Indicators

Source: EJScreen by EPA
https://ejscreen.epa.gov/mapper/
Because Lyndale Avenue South is a county road, we reference the Hennepin County 2040 Plan for Transportation Mobility, which is encompassed by the County’s 2040 comprehensive plan. The primary goals of this plan include promoting the safe and efficient movement of people, goods, and information throughout the county. Relevant goals of the 2040 Comprehensive Plan as a whole include improving health, enhancing livability, and protecting the natural environment. These plans promote active living, which is integrating physical activity into daily routines, particularly through increasing walking, biking, and transit use. Referenced in this plan is the concept of HiAP: Health in All Policies, which institutionalizes the consideration of health, eliminating disparities, and sustainability in decision making across all sectors.

Studies show that pedestrian trips have increased by 16% (2010 MSP Regional Travel Behavior Inventory), and that transportation trends—particularly for millennials—show a decrease in auto use (-23%) and increase in walking (+16%), biking (+24%), and transit use (+40%), according to the Federal Highway Administration “National Household Driving Trends 2001-2009.” The Hennepin County Transit Mobility 2040 plan references these studies to highlight the importance of prioritizing transit, bike, and pedestrian safety and infrastructure. The overarching vision for transportation moving forward is to promote economic vitality and enhance quality of life by developing and operating safe, environmentally responsible, and a multimodal transportation system.

To accomplish the goals laid out in the Transportation Mobility Plan, the county will work with several communities and organizations, including other agencies in the Twin Cities and Hennepin County, businesses, neighborhood organizations, and residents to enhance the long term strength of communities, to create and sustain great places, and to make quality investments in redevelopment. To provide affordable transportation choices and convenient access to destinations, the plan will use several performance indicators. Specifically, the county aims to increase the percentage of individuals walking to work from 3.4% (2016) to 5% by 2040, as well as the percentage of people biking to work from 1.8% (2016) to 3.4% by 2040. Additionally, the county aims to double regional transit ridership from 27 million (2017) by 2040.

Source: Hennepin County Transportation Mobility 2040 Plan
To create a transportation system that protects and enhances the environment, the plan will decrease flood risk through the location and adaptive nature of designs, which will also mitigate negative stormwater impacts, promote installation of stormwater, and improve tree canopy on transit corridors. Designs will also minimize exposure to natural and human made hazards, and improve air quality by encouraging alternate modes of transportation and shorter commutes.

The plan also aims to create an integrated and multimodal transport system by providing opportunities for people to choose active transit through increasing safety, convenience, and accessibility; currently compliance with accessibility standards set by the American Disability Association (ADA) on ramps is 53%, which the county plans to increase to 100% by 2040. In the future, they will likely rethink the sizes of roads, sidewalks, and curb space as new technologies, such as Autonomous Vehicles and electric/connected vehicles. For future developments, Hennepin County will engage in “proactive planning, policy interventions, and investment decisions [that] can guide the integration of technology and new mobility services toward an equitable and sustainable transportation future.”

Some pedestrian-specific plans, programs, and initiatives include pedestrian education, working with the Southwest and Bottineau community works, working to meet ADA standards on ramps, and improving traffic signals (for example, upgrading traffic signals to ones with audible features telling pedestrians when to walk or wait). Additionally, the county will engage in the Sidewalk Participation Program, and Complete Streets Policy. The Sidewalk participation program was established in 2012 and aims to expand and enhance the network of sidewalks; since its implementation in 2012, a total of $1.1 million has been put towards 23 sidewalk projects. The Complete Streets Policy solidifies the county’s commitment to develop and maintain a safe, efficient, balanced, and environmentally sound county transportation system that supports the county’s active living initiatives. The Hennepin County Transportation Mobility 2040 Plan notes that Minneapolis in general is a priority area for implementation for the Hennepin County Pedestrian Plan from 2016.
Within the City of Minneapolis 2040 Plan, Transportation Policies to take into consideration include Transportation and Equity, Environmental Impacts of Transportation, Complete Streets, and specific plans for Pedestrians, Bicycling, and Transit users. Goals of Transportation and Equity policies aim to ensure that the quality and function of the transportation system contributes to equitable outcomes for all people. This will be accomplished by 1) providing equitable and ample access to walking, bicycling, transit options, and a shared mobility economy; 2) increasing connections to isolated areas of the city that were created by historic inequities; and 3) supporting strategies to improve mobility for seniors and those with mobility challenges.

Environmental Impacts of Transportation policies aim to reduce the energy, carbon, and health impacts of transportation through reducing single-occupancy vehicle trips and phasing out of fossil fuel vehicles. This goal will be accomplished by 1) increasing availability and attractiveness of public transportation and non-motorized modes, and continue to disincentivize driving and driving alone; and 2) creating incentivizes for shared mobility options and maximize vehicle occupancy and ensuring that the City is able to develop partnerships with public and private companies through policy and fee structures to support climate goals and equitable access to services. Goals of Complete Streets policies aim to plan, design, build, maintain, and operate the city’s transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy: Adopted May 2016.) This will be done by 1) prioritizing projects that will improve the pedestrian, bicycle, and transit networks when developing the City’s long-range Capital Improvement Program, focusing on an equitable distribution of resources and recognizing historical practices that led to inequitable pedestrian networks; and 2) continuing to explore flexible and innovative designs that aim to achieve desired outcomes and continue to evaluate the latest design standards and innovative concepts, seeking guidance from established best practices.

Pedestrian Policies will improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation. This will be accomplished by improving safety for pedestrians and prioritizing pedestrians over other road users, especially at street intersections; 2) focusing on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design.
and other measures; 3) deploying traffic calming measures; 4) continuing to make improvements to the existing sidewalk network, and fill existing sidewalk gaps; 5) providing clearly-designated pedestrian areas in accordance with the City’s Street and Sidewalk Design Guidelines; and 6) fostering vibrant public spaces for street life.

Policies for Bicycling will improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation. They will also 1) continue to build and maintain a network of bikeways including greenways and accessible protected bike lanes; 2) expand the use of bicycles as part of the public fleet; 3) minimize the number of vehicle curb cuts that hinder bicyclist safety; and 4) be deliberate in the placement of drop-off zones and other curbside uses, and evaluate the bicycling benefits as a part of the decision-making process. Transit Policies aim to increase the frequency, speed, and reliability of the public transit system in order to increase ridership and support new housing and jobs. This will be accomplished by 1) partnering with Metro Transit and other agencies to pursue new transit projects of high impact; 2) supporting Metro Transit’s efforts to install higher quality infrastructure (bus shelters, heating, lights) and coordinate these improvements with street improvement projects and new development, 3) supporting Metro Transit’s efforts to monitor and maintain transit facilities, including landscaping, trash removal, and cleaning of bus shelters; 4) coordinating major transit projects with housing, economic development, and other transportation-related capital improvement investments, including connections to transit via pedestrian routes and bicycling facilities; and 5) increasing and improving transit and mobility options within, to, from, and around Downtown to support commerce and density.

**Relationship to Minneapolis 2040**

- Minneapolis 2040 defines **what** we plan to accomplish.
- Minneapolis Transportation Action Plan defines **how** we plan to accomplish that vision: support a multimodal network that prioritizes walking, biking and transit.

Source: Minneapolis 2040
5

CASE STUDY
GUIDANCE

In proceeding with our investigation of safety improvements along this section of the Lyndale Avenue corridor, it was necessary to seek out guidance on appropriate treatments and to have a firm understanding of comparative precedents for these strategies as well. Across the country, many cities have grappled with the challenges and opportunities presented by corridors like Lyndale and their examples knowledge for to their peers who seek to leverage street design treatments to improve safety in their own public realms. To these ends, the Urban Design Guide, published by the National Association of City Transportation Officials (NACTO), presents valuable context setting for the work in theoretical and physical terms. It was evident after examining this guide that one of the most affective treatments for safety on corridors of this type included road dieting (4 to 3 lane conversions). We then moved to examine the Road Diet Informational Guide (2013) produced by the Federal Highway Administration (FHWA). These provided tools to understand how road diets would be beneficial and feasible treatments, how they would be designed, and how planners can determine their efficacy. Supplementing that guidance was a subsequent collection of Road Diet Case Studies (2017) that allowed for the examination of appropriate precedents for the stretch of Lyndale Avenue considered in this report.

The National Association of City Transportation Officials (NACTO) is a coalition of 81 major North American cities and transit agencies, including the City of Minneapolis and the Metropolitan Council. Their purpose is to “exchange transportation ideas, insight, and practices, and cooperatively approach national transportation issues.” In their Urban Street Design Guide from 2013, NACTO presents street classifications, design elements and controls, and implementation strategies that can be employed with respect to each street’s unique urban context. Any treatments for Lyndale Avenue S must account for the current and planned functions for Lyndale as a piece of Minneapolis’s and Hennepin County’s public realm and transportation network. NACTO proposes that “Context is a crucial, yet often overlooked, parameter in designing streets. Street design should both respond to and influence the desired character of the public realm. Rooted in city goals and policies, designers can work to enhance their surroundings by fulfilling the visions and desires of adjacent communities through street design.” Following this rationale, NACTO theorizes thirteen types of streets of which Lyndale, largely, falls into the category of Neighborhood Main Street. NACTO describes this type:

“Neighborhood main streets are a nexus of neighborhood life, with high pedestrian volumes, frequent parking turnover, key transit routes, and bicyclists all vying for limited space. Main-street design should limit traffic speeds and create a narrower profile with frequent, high-quality pedestrian crossings. In recent years, many main streets have been significantly improved through road diets and the conversion from 4 to 3 lanes of travel with bike lanes and a center turning lane or median.”
GUIDANCE

Following this recommendation, we investigated the appropriateness of a road diet for this zone of Lyndale Avenue South following the guidance and frameworks of analysis implementation provided by the FHWA in their Road Diet Informational Guide. The FHWA formally defines road diets as a “Conversion of a four-lane undivided road to a three lane undivided road made up of two through lanes and a center two-way-left turn-lane.” According to the guidance, road diets offer a number of benefits for the corridors upon which they are implemented including:

- Improved safety;
- Operational benefits, like separating left turns, side-street traffic crossing, and speed differential reductions, because of a more consistent traffic flow;
- Pedestrian and bicyclist benefits, because sidewalks and bicycle lanes have more space available to them
- Overall livability benefits as a combination of these

The implementation plan for the road diet on Wabash is an excellent example of how Hennepin County could proceed with such an endeavor on Lyndale. Wabash Avenue was set to be resurfaced, so the city seized the opportunity to treat the corridor with a 4 to 3 lane conversion. The striping on Wabash also created bicycle lanes in both directions with buffered space between bicycles and vehicles. Further, it permitted the creation of left-turn lanes at the intersections (without bicycle lanes, Lyndale would have this left-turn lane run throughout the entire length of the zone). Finally, traffic signals underwent optimization with the conversion to preclude operational concerns. Wabash becomes a one-way street at its north end, which provided a stopping point for the road diet there. In the case of Lyndale, a logical terminus would be Franklin Avenue, whereafter Lyndale becomes a divided roadway as it merges on/off of I-94. In the end, the overall capacity of the street and the level of service improved; additionally there was dramatic improvements in safety for pedestrians as well as connectivity for bicyclists.

Wabash Avenue is a north-south street running through Chicago’s South Loop connecting neighborhoods on the south side of the city to the downtown business district; such is the function of Lyndale Avenue connecting South Minneapolis and Downtown communities. Wabash runs parallel to both Interstate 90 (I-90) to the west and the nearby Michigan Avenue, one of Chicago’s principal arterials, to the east. Lyndale also runs between a major US highway, Interstate 35W (I-35W) and another principal arterial road, Hennepin Avenue. Elsewhere, the Wabash and Lyndale corridors are home to similar kinds of usage and development. These include commercial and service oriented businesses, parks, and institutional usage (Columbia College near Wabash and Whittier International Elementary School near Lyndale). They are comparative in physical distance as well. The Wabash road diet stretched 1.5 miles; the zone of this study of Lyndale is 1.1 miles.

The FHA’s Road Diet Case Studies presents an invaluable collection of cases to exemplify the feasibility, design, and assessment of road diets and to offer advice for State, local, and Tribal governments. While there were more than twenty distinct cases presented, each with their own characteristics and objectives, the case of the road diet on Wabash Avenue in Chicago’s South Loop is an appropriate comparison for Lyndale Avenue.
There are some crucial differences between Lyndale and Wabash that should be addressed. Chief among them is their respective average daily traffic (ADT) counts. The City of Chicago’s latest publicly-available ADT counts are from 2006; they estimate the ADT of Wabash in this zone to be approximately 11,500 vehicles per day (vpd). Considering the zone of study on Lyndale, the Minnesota Department of Transportation (MnDOT) estimated the ADT for the zone to be at approximately 26,000 vpd in 2019. These volumes are quite disparate between the two cases. Additionally, the FHWA advises that roadways with ADT of 20,000 vpd or less are suitable candidates for a road diet feasibility study.

Still, there is an argument to be made that reconciles this discrepancy. First and foremost, the increased volumes observed on Lyndale Avenue likely correlate to the years-long reconstruction of I-35W, the “35@94: Downtown to Crosstown” project. Since the Summer of 2017, reconstruction of the interstate in South Minneapolis required the irregular closures of different ramps and during various stages throughout duration of the project. It’s likely the case that many commuters, transporters, and residents in the city have more heavily relied on arterials like Lyndale for cross-town and cross-metro journeys as a result. The “35@94” project is slated to close during the fall of 2021. This will likely provide some relief to Lyndale’s elevated ADT volume. Elsewhere, reducing individual usage of automobiles in favor of shared mobility options is one of the shared goals found in each the 2040 comprehensive plans for the Metropolitan Council, Hennepin County, and the City of Minneapolis. As transportation planning professionals at each of these levels of government work to promote transportation trends that improve efficiency, sustainability, resilience, and the public health, it is logical that many urban county streets, including Lyndale, will become even more appropriate zones for road dieting.
PUBLIC ENGAGEMENT
SURVEY DESIGN

To directly engage the community that experiences Lyndale Avenue, we used a survey and a handful of follow up interviews. The survey was built using Qualtrics web-based software. It was available from November 1, 2020 to November 26, 2020.

We produced flyers with a QR code and tiny url and posted these along Lyndale in the study area on November 1, 2020. Originally, 50 flyers were hung, although fewer remained after the first day. The survey was also endorsed and shared through local neighborhood organizations and social media. It primarily consisted of closed questions, although there were several open ended questions as well. In addition to questions on demographic information and the relationship of the respondent to Lyndale, survey questions focused on how safe the individual felt walking, crossing, visiting businesses, biking, and waiting for transit on Lyndale Ave.

A total of 617 individuals completed the survey!
543 of the 618 survey respondents disclosed their home zip codes. Responses spanned all across the greater Twin Cities metro area, but the majority were concentrated along the corridor. 70% of respondents lived in the four zip codes that encompass Lyndale Ave S.

Home Zip Codes of Survey Respondents
RESPONDENTS

RELATIONSHIP WITH LYNDALE

The survey asked respondents to indicate their relationship with Lyndale by noting the way(s) in which they interact with the street. The corridor, particularly north of Lake Street, is a commercial destination with numerous restaurants, bars, and shops. It then makes sense that over 30% of responders are that they “go to Lyndale to shop, eat, and/or drink.” As a critical north-south arterial thoroughfare, respondents also use Lyndale to walk, bus, and bike. Fewer respondents live or work on Lyndale Avenue, which may be because there is a significant amount of housing surrounding Lyndale, but not much directly on Lyndale.

AGE

Survey respondents skew younger than the walkshed, which was expected considering the electronic nature of the survey and modes of its distribution. A total of 64% of respondents are between 25 and 44 years of age. This is in contrast to the 50% of people in that age range who live in the walkshed. As a result, senior citizens were significantly underrepresented in the responses. Only 5% of respondents are 65 years or older, while 11% of the walkshed’s population falls in that age range.
RESPONDENTS

RACE/ETHNICITY

White survey respondents were also overrepresented in the data. While 73% of the walkshed’s population is white, 88% of survey respondents are white. Nearly all non-white racial/ethnic groups are underrepresented. This is particularly the case with Hispanic/Latinx respondents (3% of responses, but 9% of the walkshed) and Black respondents (1% of responses, but 10% of the walkshed).

GENDER

Respondents skewed slightly more female than male (48% vs 41%). The remaining 11% of respondents identified as trans of transitioning, non-binary, genderqueer, or gender fluid, a gender that was not listed, or preferred not to disclose their gender identity.
RESULTS

In the survey, we asked how safe they feel when doing certain activities on Lyndale Avenue, including walking, crossing the street, visiting businesses, biking, and waiting for the bus. Respondents were asked to rank how safe they feel on a scale consisting of extremely safe, somewhat safe, neither safe nor unsafe, somewhat unsafe, and extremely unsafe. Because each activity is not necessarily applicable to all survey takers, the number of respondents is different for some activities.

There are a few key trends in this data. The majority of respondents feel extremely unsafe or somewhat unsafe doing two activities: biking and crossing Lyndale. A total of 91% of respondents who bike feel extremely unsafe (70%) or somewhat unsafe (21%). Of respondents who cross Lyndale, 73% feel extremely unsafe (40%) and somewhat unsafe (33%).

Alternatively, the majority of respondents (67%) who visit businesses on Lyndale feel extremely safe (31%) or somewhat safe (36%).

For respondents who walk on Lyndale, the majority (48%) feel somewhat safe (34%) and extremely safe (13%). However, it is worth noting that 36% feel somewhat unsafe (27%) or extremely unsafe (9%).
RESULTS

UTILITY OF TREATMENT OPTIONS

Moving beyond questions of how they use the corridor and how safe they feel in doing so, we asked respondents to consider a list of urban design treatments that could serve to improve safety on the corridor itself. We asked them to consider the following treatments: a 4 to 3 lane conversion (road diet), curb extensions, reduced speeds, narrower drive lanes, marked crosswalks, improved lighting, more boulevard trees, and wider sidewalks. The figure above shows how the respondents rated each treatment.

A majority of respondents rated the crucial 4 to 3 lane conversion as Very useful or Extremely useful. The most highly-favored treatment was marked crosswalks, followed by improved lighting (over 75% of all respondents rated both as either Very useful or Extremely useful). For the respondents, he least useful of all the treatments was narrowing the drive lanes (about 25% of respondents rated it as Not at all useful).

4 TO 3 LANE CONVERSION

Perhaps the most direct question we posed to respondents in the survey was the following: “Do you support a 4 to 3 lane conversion for Lyndale Avenue?” Nearly 80% of all respondents indicated that they would support a 4 to 3 lane conversion (road diet) for the corridor. This high level of assent from such a large sample of respondents could be put to great effect in urging planners to proceed with a restriping of Lyndale, at least in the interim.

“Do you support a 4 to 3 lane conversion?”

- Yes: 79%
- No: 21%
ONE OF THE FESTIVAL INFORMATIONAL QUESTIONS OF THE SURVEY PROVIDED A FREE RESPONSE SPACE FOR THE RESPONDENTS TO LEAVE ANY FINAL COMMENTS THAT THEY MIGHT HAVE HAD ON HOW TO ACHIEVE SAFER, MORE EQUITABLE OUTCOMES ON LYNDALE AVENUE SOUTH. THIS WAS SOME OF THE MOST INSIGHTFUL DATA THAT WAS COLLECTED IN THE WHOLE SURVEY. THERE WERE MORE THAN 600 SEPARATE COMMENTS RESPONDING TO THIS PROMPT. THESE COMMENTS ARE ATTACHED TO THIS DOCUMENT IN THE APPENDIX. IN ANALYZING THE COMMENTS, THREE DISTINCT THEMES EMERGED WITHIN THE CONCERNS: CRITIQUES OF URBAN DESIGN, CRITIQUES OF LEADERSHIP AND POLICY, AND STORYTELLING. EXAMPLES OF THESE COMMENTS ARE INCLUDED HERE.

**Urban Design**

“I feel it’s very important to extend curbs and make wider sidewalks at business corridors especially in order for locally owned businesses hard hit by this pandemic to have more street presence…”

**Leadership and policy**

“Until leadership accepts that safety for everyone can only be achieved by compromising on traffic congestion, people will suffer injury and death on Lyndale, and the corridor will not thrive. We keep trying (to no avail) to make Lyndale work for cars, and as a result it doesn’t work for anyone. Maybe someone at Hennepin County has the courage to prove me wrong!”

**Story telling**

“It’s not fair to fear crossing the street. We live one block away from Lyndale and I walk there with my family all the time. It is totally unacceptable that it feels like risking one’s life to cross the street between Lake and Franklin. It’s an immeasurable reduction in quality of life in this city. I love this neighborhood for living and walking but having to contend with Lyndale (especially people who use a wheelchair, stroller, etc.) is such a failure.”
7

RECOMMENDATIONS
Based upon our initial research into the existing conditions on the corridor, our policy analysis, and our survey results, we have come up with the following recommendations on how to increase safety along the Lyndale Ave corridor. While not an exhaustive list of potential solutions, these are ones we feel will be the most beneficial to users of Lyndale Ave S.

The first recommendation we have is a 4 to 3 lane conversion, also called a road diet. This process would restripe the road by removing one travel lane from each direction of Lyndale and adding a center turn lane that can be used by both directions for left turns at intersections, parking lots and driveways.

There are a lot of benefits to making this change. First, this makes crossing the street safer for pedestrians. Instead of having to watch four lanes of traffic to ensure safe crossing, a pedestrian now only has two lanes. This eliminates the double threat, when one lane stops for a pedestrian and the other lane, with obscured vision of the pedestrian, does not.

A second benefit is smoother traffic flow. Left turns frequently cause traffic congestion and backups on Lyndale, especially between Franklin Ave and 22nd St W in the southbound direction. Removing a lane in each direction eliminates lane switching and moves the left turn lane out of the flow of traffic, which typically results in smoother traffic flow especially in this section.

Crash reduction is the third benefit a 4 to 3 lane conversion can provide. Hennepin county estimates that a 4 to 3 conversion can reduce crash risk between 33% and 50% (Prather, 2019). Especially because this corridor encompasses three intersections with the highest volume of pedestrian crashes in the City of Minneapolis, reducing this risk, and the risk of vehicular crashes, makes this an extremely valuable change.

Before the COVID-19 Pandemic began, daily traffic volumes on Lyndale Ave were about 24,000, which is near the limit for this type of conversion. This change would still be effective regardless, having benefits for drivers, bikers, and pedestrians alike.
The second recommendation is to widen the sidewalks along Lyndale Ave S. For a busy commercial corridor, the sidewalks are lacking along many parts of Lyndale. This is extremely underutilized space, with wide boulevards even in some of the commercial corridors. Wider sidewalks were one of the most desired improvements in our survey, and this improvement could potentially be completed in conjunction with a 4 to 3 lane conversion.

Wider sidewalks allow more space for pedestrians to pass one another, which is especially important for individuals in wheelchairs, with strollers, those who need more space to keep their children close, or who are walking pets. Having enough space to pass one another without stepping into the street removes a large risk of getting hit or distracting drivers while in the street.

Wider sidewalks also help to ensure that individuals in wheelchairs can navigate the space safely. Ensuring all sidewalks are in compliance with standards established by the American Disability Association can coincide with any sidewalk construction or redesign.
Our third recommendation is to improve the lighting along Lyndale Ave. This was the second most wished for improvement in the corridor and is in need of an update. There are stretches of Lyndale that are almost completely dark, particularly stretches of the street that are distant from large intersections. This is extremely dangerous for pedestrians. Improving the lighting has numerous benefits. For one, it improves the safety for pedestrians by making them more visible to vehicles. It also can alleviate fears of crime expressed by some in the survey. Improved lighting helps drivers as well, allowing them to see the road and potential obstacles much better. It is recommended that LED lights are used on the corridor rather than the older High Pressure Sodium lights, as LEDs produce a better light that reduces light pollution.
HENNEPIN COUNTY JOINS VISION ZERO

Our final recommendation is for Hennepin County to join the Vision Zero program. This will show that they are serious about improving the safety of the Lyndale Ave S corridor as well as Hennepin County owned streets in general. As previously mentioned, the City of Minneapolis is a member, and has begun to make changes to increase the safety of our streets, changes that include a citywide speed limit decrease that took effect in 2020. This reduction was aimed at preventing pedestrian fatalities, but speed limits were only reduced on Minneapolis owned roads, not Hennepin County owned roads like the Lyndale Ave corridor. By joining the program, the county would be making it easier for themselves to make changes that would positively affect the community.

CONSIDERING PUBLIC HEALTH

After much data analysis, implementing the above recommendations can ensure a safe, stress free, multi-modal corridor that encourages walking, biking, and other forms of physical activity. There are many benefits to physical activity for one’s health, including lower stress levels and even lower chronic disease rates. For many, physical activity can be the shift in changing existing negative health behaviors. If one does not feel safe to go outside because of limited lighting or because they do not feel safe using narrow sidewalks near a busy street, they will either drive rather than walk or bike, eliminating access to physical activity. Incorporating our recommendations, like wider sidewalks and a 4 to 3 lane conversion, align with the social determinants of health, and the Hennepin County and City of Minneapolis transportation plans, by ultimately providing access to healthier resources for those using the Lyndale Ave S corridor.
APPENDIX
REFERENCES


The following section contains the unedited comments offered by respondents to question “Do you have any additional comments about how to achieve safer, more equitable outcomes on Lyndale Avenue South?”
Q19 - Do you have any additional comments about how to achieve safer, more equitable outcomes on Lyndale Avenue South?

Do you have any additional comments about how to achieve safer, more equita…

Changing to a 3-lane road would improve safety and traffic on Lyndale. I would support this change.

Feeling unsafe on Lyndale Ave has nothing to do with traffic and everything to do with crime.

Add left turn arrows to lights & then prevent turning left at other intersections

Slow down the cars. 4-3 conversion please!!!! This is the most urgent issue in the neighborhood!

Safer crossings are very seriously needed. Not just on Lyndale but throughout the city. The state is failing to properly educate drivers on yielding to pedestrians and we are paying for it with our lives. A 4-3 conversion, curb extensions, and marked crosswalks should be no brainers today. Marked crosswalks should be added at every single intersection citywide due to drivers’ bad behavior.

Once 35w opens back up fully, there should be a decrease in traffic along Lyndale. For pedestrians in the uptown area there needs to be crosswalks at every block.

The difference between 31st heading south and 31st heading north is a great (but stark) display of comfort vs discomfort. It works to reduce lanes!

protected crosswalks (the kind with the button to make the lights flash), more stoplights, speed bumps would be okay. encourage bike traffic to take alt router or provide significant bike lanes. dedicated bus lane a la hennepin. or just tear it all up and put in a train/streetcar

The section I typically walk along and cross (~43rd St.) is two lanes but is not safe to cross without a light, and even then it can be nerve-wracking. I think building a center boulevard would be very helpful in this section.

Input from Lyndale AV residents is most important followed by nearby residents as well as users (walk/bike/car).

I grew up in Garfield and 24th. It has been bad here for at least 30 years. I can't believe how much additional effort it takes to get engineers at the County to listen to the data of safety over the data of ITS and "mobility". Thanks for your work and I get the need for a survey. At the same time the county should reflect on how inaction is leading to more dominant culture oriented surveys instead of taking clear action based on demonstrated safety issues over a period of decades.

Keep the bike lanes OFF of Lyndale Avenue. There are much safer streets for bikes East and West of Lyndale. If bikers prefer to ride on Lyndale they should "keep right " like the law states. I’m a biker.

Yes! Per the Minneapolis Comprehensive Plan, Vision Zero and Climate Change Action Plan, I would like to see private vehicles have the least priority for any proposed streetscape changes. Lyndale is one of the deadliest streets in all of Hennepin County, and improvements that will slow traffic and improve the pedestrian/bicyclist experience are desperately needed. Despite being a major commercial destination and being home to (I imagine) thousands of Minneapolitans, Lyndale acts as a barrier rather than a neighborhood core because of high traffic speeds and dangerous driving behavior. My ideal outcome would be one bus-only lane in each direction with wide bike lanes on each side and floating bus stops. I know this is unlikely, so second-best would be the 4-to-3 conversion with new bike lanes added. Some people may be concerned about loss of parking, but a) I think the ROW is wide enough that parking wouldn't have to be removed to accommodate new bike infrastructure (though it would be awesome if it were), b) there's still parking on a bunch of nearby streets and c) maybe the loss of free parking would help advance mode shift goals by encouraging people to take transit/bike (because driving would be more frustrating lol). To make sure these outcomes are equitable, I would suggest some sort of community advisory committee with members who are paid for their time/input. Work with local orgs to make sure such a committee is diverse and representative of Lyndale Ave residents, workers and users.
Do you have any additional comments about how to achieve safer, more equita…

Put Lyndale Ave S under City jurisdiction so that Complete Streets planning and design actually become part of the most important commercial corridors. Right now we have “complete streets” ostensibly safe for all modes of transport, but these are small zones hemmed in by dangerous urban highways like Lyndale or Hennepin. As someone who bikes as my primary mode of transportation, I just won’t go to anywhere on Lyndale because of too many close calls due to reckless driving induced by the inappropriate road design. I occasionally drive a car and observing the excessive speed limit of 35 "feels" slow on Lyndale because of the ultrawide design. We had an unplanned road diet for years on Lyndale while building Aldi and those apartments at 26th. Didn’t require years of planning and surveys, it was just done. There were no negative impacts besides some lane weaving (which wouldn’t be present in a 4-to-3 conversion anyway). Let’s just do it.

First, an aside. I really don’t understand why quizzes to the general public are set up to ask us about the efficacy of street design choices, rather than our experiences or what we’d like to experience. We shouldn’t have to be familiar with the latest NACTO guidelines or whatever to be able to participate meaningfully. Remove private vehicles from Lyndale. They do not belong on it. A 4/3 is a necessary first step, but Lyndale is a community corridor, a dense residential street, and a transit route. Private vehicles should not be on it 24/7. Start by limiting private vehicle traffic during rush hour, when buses should be able to move most quickly (in order to prioritize efficient people-moving). Look at air quality and average household income on Lyndale compared to adjacent parallel streets. See if it’s just. See if it meets public health goals. Act accordingly. Replace parking with barricade protected bike lanes and floating bus stops, giving adjacent residents free transit passes and working with businesses to transition them away from feeling they need to hurt their community to stay in business. Ban all right turns on red. Tighten all turn radii. Remove curbs, particularly at problematic locations like the Wedge. Get rid of the dedicated right turn phase at Lyndale/Franklin. Use streetlight data to assess what percent of people are making trips served by transit and originating/ending within the city. Reduce any LOS design to a maximum of those trips which are Mpls-based but not served by transit without two transfers. Prioritize transit with dedicated lanes, decent shelters, and increased transit frequency. Force drivers to use Bryant if they want a through street, instead of treating people who are biking as second-class humans. Increase Open Streets by doubling it every month until its the default. Look at climate data and design according to our scientific reality. Add a large concrete gargoyole at every juncture where a driver kills a person, maims a person, or takes out a tree or signpost or building, or flips upside down. Add in clearer and easier crossings between 28th and Lake. Reduce traffic signal cycle lengths. Implement known best practices rather than forcing marginalized and vulnerable residents, particularly BIPOC and disabled community members, to show up for endless hours of "engagement" only to do nothing, or do less than the obvious bare minimum. Make sure sidewalks drain and are cleared of snow/ice, because they’re not walkable much of the year. Install through-traffic diversions (dead-ends, one ways) for non-bus traffic on Lyndale, to discourage commuters from using Lyndale instead of sparsely populated/used side streets. Make Lake/Lyndale a roundabout as a first step (but with a plan to remove it; roundabouts are bad for people walking, but better than nearly dying every time). Add sidewalks on both sides of Lyndale north of Franklin and bike lanes. And crossings between Franklin and Groveland. Add benches so people walking home from the grocery stores can readjust.

Crossing Lyndale as a pedestrian or biker is extremely dangerous. Most auto speed by with little thought of yielding to those trying to cross. Speed limits are not enforced. I’ve never seen a driver ticketed for failing to yield! Unless there is enforcement road design does nothing!!

Get rid of right turns on red they are terrible for pedestrians and bikers!!!! Car drivers do not stop before they turn and don’t even think about pedestrians or bikers in their paths. Reduce speed limits would be nice if they were enforced. I have lived in Minneapolis most of my life and have never seen a car pulled over and ticketed for speeding on a Minneapolis street. Speeding and running red lights is something I see EVERY DAY when driving on the streets of Minneapolis.

Better traffic light timing to improve flow of vehicles.

Lived on South Lyndale for 15 years while my kids were growing up. Improvements there made a difference. Now live in the Wedge and Lyndale is awful. Very difficult to cross the street in places, feels very pedestrian unsafe.

Please make pedestrian safety a priority. The recent pandemic has demonstrated how we can institute changes with small inconveniences to vehicles travel.

Lyndale, south of Lake Street: 1. Lyndale, south of Lake Street is fine. There is segregation of parking, busing, left turn lanes at each corner, and sidewalks are safe and the right size for pedestrians. The 4-3 lane conversion works great. Do that, as modified/needed for north of Lake Street. 2. Bryant is being redone completely, beginning in 2022, so any changes to Lyndale should be coordinated with Bryant. 3. My preference would be to move the buses from Bryant to Lyndale, and improve the safety of biking on Bryant. Lyndale, north of Lake Street 1. It is a hot mess. This section of the street should re-create what has been done south of Lake Street, with appropriate modifications for businesses, residential areas, buses, and cars. It is a major transportation route. It needs to be safer for all. 2. No left turn lanes, which backs up traffic and creates many safety issues 3. Bikes "should not" be on Lyndale with the cars & buses; move all bike traffic to Bryant as a solution. 4. Awkward transitions from business entrances/exits going right out into traffic with little to no visibility (of note, Aldi). 5. Please make pedestrian crossings safer. In summary, recreate the south of Lake Street version of Lyndale on the north end. Get rid of bikes on Lyndale! Provide left turn lanes. Do not get rid of on-street parking.
Do you have any additional comments about how to achieve safer, more equita…

1. The survey would have been more useful if it referred to sections of Lyndale. My responses vary from Franklin Ave to 54th street. 2. Road construction on 35W has put more traffic on Lyndale. 3. The structure of the questions seems slanted toward 4 to 3 lanes. Let’s see how traffic calming works on Grand Ave and Bryant. 4. Biking ☹️ is unsafe on Lyndale but streets to the west and east are safer.

More speed enforcement.

South of Lake St is done pretty well. Lyndale between Franklin and Lake is a hot mess. Check out the pedestrian crossing lights by the U on 10th Ave between University and 8th. Can’t miss them. Also by Lucy Laney on Penn on the northside. Direct bicycle traffic to Bryant and OFF Lyndale. Too many people with differing destinations. Saner to keep bikes on Bryant. I have ridden my bike in Mpls for 45+ years and would never be comfortable on Lyndale even with a separate lane. Why aggravate drivers even more with unused bike lanes?????

Adding a permanent turn lane, specifically through Uptown, would be huge - I witness a near-accident just about every time I drive through that corridor because someone signals a left turn and cars veer into the next lane to avoid waiting behind them. I also think not trying to cram two lanes + parking in each direction will lead to a lot fewer sideswipes/easier navigation during winter. We live at Lyndale and 38th and crosswalks at every intersection would be very helpful - you sometimes need to wait 5 minutes if you’re trying to cross an intersection that doesn’t have a light - It creates a huge barrier between the two neighborhoods.

I like bump outs and 3 lane options, but wonder how they would work with busses. I think you need to consider more modifications all the way to 62. The section between Lake and the creek has already been switched to 3 lanes with bump outs, but is still needs cross walks. It is terrifying to cross. It’s only a matter of time before someone dies there too. Lastly, no point in changing the speed without enforcement.

Institutions should deal with racial and financial inequities. People need housing, food and jobs.

Narrowing the road or switching to 3-lane plan will inly promote congestion, particularly in the winter. It is not possible to clear snow to allow for lanes to be fully clear. Lyndale does not need to accommodate bikers. Bryant Av needs overhaul to be the more optimal bike corridor. Flexible turn lane will promote willy nilly driving and accidents esp betw franklin and lake st. No addition of blvd is needed betw franklin and lake. Thise betw 31sr and 46th serve well to promote the more neighborhood-y (less retail) feel. I am in favor of 20mph speed limit betw franklin and 46th.

Already have 3 lane configuration on my stretch of Lyndale. Is this survey for wedge area? Also Bicycling should Not be encouraged on Lyndale. Unsafe for both bikers and drivers. Bikers should use Bryant Ave.

Keep replacing old buildings with condos and pretty soon no one will even want to come here, thus reducing traffic and increasing safety.

Reduced speeds, better street lights and street signals (with arrows). Enhanced street crossing

There needs to be more and safer ways for pedestrians to cross Lyndale when NOT at a signalized intersection. Perhaps ped. activated crossings w/flashers. I sometimes find myself going very far out of my way to get to a signal to cross because traffic volume is so incessant and the street so wide, it’s nearly impossible to cross w/o fearing for your life.

Forget narrowing the roadway to fewer car lanes. That’s dumb Lisa Bender-type stuff that only creates more traffic jams, frustration, and people running red lights because they’re sick of being stuck in traffic. We need better-marked crosswalks and better signage about stopping at red lights. Also, more education about not riding your bike on the sidewalk. Lyndale is not designed for bike traffic “and” it doesn’t need to be! Bikers can go two blocks over to Bryant for a bike experience. Don’t change Lyndale to be some utopian bike lane. We just need better options for pedestrians to cross the road and better traffic flow for vehicles.

Beat Cops. Bring back the flatfoot.

I feel that the safety of Lyndale Ave is different depending on how far north or south you are. I feel very safe navigating Lyndale as a pedestrian between 32nd and 54th, but the “Uptown” area of Lyndale between Franklin and Lake feels less safe overall. Also, I worry that reducing the number of driving lanes from 4 to 3 will make traffic much worse, especially since so many people use Lyndale for alternative routes while 35W is under construction and exits/on ramps are closed.

Bump outs/curb extensions are a terrible idea because they push cyclists back out into traffic and make snow clearing/leaf clearing difficult for our city workers. Slower, enforced speed would help and possible left turn lanes.
Do you have any additional comments about how to achieve safer, more equita…

change timing on the lights, especially at 43rd and Lyndale - they do not allow foot traffic heading west or east on 43rd enough time (or frequency) to cross safely. as a result, many people at the intersection walk or bike across Lyndale when the light is red - including children going to/coming from Barton School. also, the speeding traffic is really a problem when crossing Lyndale at any non-light intersection (e.g., 42nd & Lyndale). it seems like traffic heading east and west on Lyndale speeds up when they see a pedestrian crossing Lyndale, rather than slowing down.

Crime presentation. The neighborhood feels out of control.

I think Lyndale is fine as it is now. I use it every day and I feel it is safe.

Sidewalk Bump-outs will make it safer for drivers Avondale pedestrians. Without bump outs, it is difficult for drivers to see when turning corners. Parked Trucks and SUV's are blocking the view.

I would defer to bike/pedestrian/transport planners/experts on what will make Lyndale the most safe, but generally support plans that make the street safest for bikes and pedestrians!!

I live on the 4300 block of Lyndale where a project such as you are proposing was done. There was some improvement in the first year or so, but uneven enforcement of speed limits and significant traffic loads, particularly due to adjacent construction projects (35W) have led to incredibly unsafe conditions on Lyndale. I can't let my kids cross the street, I can't safely exit my driveway and there are practically bi-monthly car crashes on my block. The plan you propose is unlikely to make Lyndale much safer unless the lessons of of South Lyndale (below 32nd) are learned and incorporated.

Lyndale from Lake St. to the creek is already 1 lane each way; why ask about doing it when it is already done? Also, there is no left turn lane on southbound Lyndale at 50th, and this causes problems with aggressive drivers passing on the right lane, and then forcing themselves into the left lane. All the other streets have a left turn lane; why not at 50th? Bikers, including occasionally me, should ride on Bryant, not Lyndale, and not Lyndale sidewalk, as many do.

Develop free hop on/off shuttles that run from Franklin to 54th on a regular loop. Can enhance business usage, deconsolidate parking and might be cheaper and faster than 2 years of arguing about bumpouts.

A light at 29th Street would make it safer to cross Lyndale without having to walk to either Lake Street or 28th Street.

dual-direction turn lanes seem like creating a bigger problem on Lyndale. the turn lanes now allow traffic to go around the many turning cars at major intersections.

Fitting a bikeway of some sort (lane or shared path in lieu of a sidewalk) would go a long way to complete that final mile for people heading to Lyndale from the greenway or bike lanes on 24th, 26th and 28th. Adding traffic signals to 25th and 27th couldn't hurt.

One third of all vehicle accidents in MPLS are Parked cars that are hit because the lanes are Too Narrow. Lanes that are too narrow shorten sight-lines and makes things more dangerous for pedestrians. Artificially lowering speed limits have been shown to Not lower traffic speed. The redesign of Lyndale Avenue south of 31st. street works because it is Not a Traffic Calming design. The turn-lanes work to keep traffic moving smoothly which is contrary to the Traffic Calming ethos of obstruction. At a time when we should realize the importance of listening to experts instead of activists ("Sure, the doctors say masks help, but I read on the internet that it's all a hoax to sell more masks. I don't think the scientist know what they are talking about, I got an email that told me that you can't trust them.") it seems that there are still many people who would prefer to listen to someone who tells them what they want to hear instead of telling them the truth. In this case the most important word for improving safety for us all is "smooth" not "slow" (and smooth does not mean fast). Things can be made safer, but only when people who know what they are doing make the decisions.

The light at 43rd and Lyndale needs to be timed differently. Currently, if you need to cross Lyndale on foot, by bicycle or by car, the light takes far too long to change. I've witnessed far too many near misses at this intersection. The light at 48th is not much better. Foot and bike traffic gets impatient and crosses when it's simply not safe. Waiting cars get very impatient especially if trying to turn right (on red) and there are cars in front that will go straight or turn left. There often is not enough room to eek by on the right. Timing these lights would make things much safer!

South of 31st street, crossing Lyndale without a stop light is next to impossible. Stop lights should be timed to allow pedestrians to cross. It seems as soon as one direction is stopped, traffic comes from the other direction.
Don’t take down trees, please. Also, we already have the four-three conversion in our area. Bikes should be using Bryant Avenue. We do NOT need a bike lane.

Pedestrian refuge islands where possible and protected bike lanes.

I live one block off Lyndale, which in my neighborhood has already been converted to 3 lanes with left turn lanes and extensions. I walk and drive on Lyndale. Please do not encourage more biking on Lyndale; instead encourage bikes to go on nearby streets designated as bike lanes such as Bryant Ave. Bikes dart in and out of the areas by parked cars on Lyndale which is not safe.

I live south of lake street and the difference the bump outs make is huge to calming traffic. The turn lanes on the northern side are the biggest problem when people speed up or try to maneuver around a left-turning car. If a single lane with those turns as separate lanes would allow all traffic to move more smoothly (and safely), this would be great.

Keep Lyndale 5. like it is now. Let commuters have an alternative route to the freeways, in case of emergency or bad weather. Not everybody cares to linger in the Wedge and Uptown, the way they are now. I'd move out if I had the chance.

I’m sure this survey is more about transportation, but my main concern is safety and crime reduction.

Large commercial vehicles (Cement mixers, dump trucks, 16 wheelers, tow trucks, delivery trucks) roar down Lyndale! Loud and extremely fast drag racing from early evening through the wee hours of the morning. Drivers seen crossing double lined lane markers to U-Turn, illegally turn into side streets. Lyndale currently functions as a major 4 lane thoroughfare from Lake -> expressway ramps. Gridlock already experienced at traffic light intersections from around 4pm-6pm from Lake --> expressway ramp. Bottlenecks often in front of parking lot entrances to the Wedge. Large delivery vehicles parked along Lyndale obscure visibility when attempting to pull into traffic on Lyndale. Reducing lanes to 3 would create an even worse traffic nightmare and gridlock from Lake to the expressway ramp. I’m a lifelong cyclist. I think a cyclist lane along Lyndale is not a wise or safe idea for cyclists, drivers or pedestrians. As for crossing at the intersection of Lyndale and Franklin, (my corner that I regularly cross) the signage is inadequate to remind drivers not to turn on red when pedestrians are present. The crosswalks are inadequate. Every time I attempt to cross, I look every driver directly in the eye and I prominently wave to them that I’m crossing. This intersection needs immediate attention, especially considering blind individuals cross here. Additionally, at some point, the building where blind individuals work, is slated for a demolition/construction project. Currently, who any construction, there is a consistent back up of traffic waiting at the light or maintaining expressway speed if drivers "make the light". When the construction project eventually begins, there will be major traffic considerations to address because of lane closures, possible scaffolding, construction vehicles, materials delivery and storage, etc. This is something to consider for near term Lyndale traffic management planning. Please give this all your serious consideration. I live on the corner of Lyndale/Franklin. The intense regular traffic affects the noise level and quality of life. I grew up in NYC. I have driven in NYC - Manhattan, Brooklyn, etc. I have driven in and through downtown Chicago and Atlanta. Frankly, the intensity of the traffic, the rush hour gridlock, the noise level, the speed of commercial vehicles, the aggressiveness of some drivers trying to make a light or turn before a light changes rivals the traffic problems of these cities and these problems truly need thoughtful and wise considerations.

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Give Americans a Universal Basic Income and a single-payer health care system so we won’t see so many walking wounded desperate people beating down pedestrians and carjacking car owners etc. This dystopia sucks and Lyndale is becoming an obvious symbol of it.

Cars go very fast on Lyndale. I would add stoplights on 25th and 27th. This would force cars to slow down, because you only have so much time to accelerate between blocks. It would also stop pedestrians from trying to dash into the street there, which is very dangerous. It’s a long way to 26th and 28th on foot, so people risk it anyway, especially in the dark. I do not support further lane narrowing because the lanes are already so narrow that it’s too easy to sideswipe other cars, parked or otherwise. There is no margin for error.

While I support the idea of 4 to 3 lane conversion for the sake of bike lanes, I do worry it will make driving traffic much worse. It can already be pretty bad at times especially during the winter and it is a main road for accessing highways and downtown.

This is a very crowded corridor and will be moreso with addition of apt buildings… Pedestrians need to be prioritized over cars it should be a walking neighborhood. Cars need to slow down posted sheep speed limit should not exceed 30. Drivers just want to ‘make the lights and are often oblivious to bikers the crosswalks. and pedestrians. I think changes should be implemented as soon as possible-

Would love to see cars not allowed to park so close to intersections. It’s impossible to see oncoming traffic when turning out onto Lyndale due to cars and trees. Bump outs would help a lot with this.

Appreciate this chance to feel heard. As a year round bike commuter it would mean a lot to have Lyndale be more bike friendly. And as a pedestrian I’m always wary of crossing Lyndale given the huge volume of traffic and high car speeds.
Do you have any additional comments about how to achieve safer, more equita…

I noticed speed limits on the chart we filled out, and I want to underscore that. The scariest thing about crossing Lyndale is the fear that someone won’t see you (or their red light) and will be going at such a high speed that a crash is fatal.

I think 4 to 3 lane conversion would add more traffic jams and drivers would speed through bike lanes if they were added. I’d like to see a light on 27th.

The intersection of Lyndale and 27th is the most dreaded intersection in the city. Please help.

The road is unsafe now, and to protect people we should make safety improvements quickly.

No

We need traffic lights at every intersection. I live at 27th and Aldrich and can’t cross Lyndale at 27th safely with my child. We also need walk signs to begin sooner than green lights for cars. Cars turning right from Lyndale don’t look for pedestrians walking N/S through crosswalks. If lanes are reduced to 3 lanes, then I would request speed bumps on Aldrich Ave (and probably Garfield too) because cars speed down my block to avoid Lyndale traffic.

I feel like biking should be redirected to Bryant, and Bryant traffic should be redirected to Lyndale- resident cars only maybe. Then biking and driving both would feel far safer!

Safety under and around the bridge by the freeway and the Walker on Lyndale. We need more police officers that are black lives matter supporters around that area. I have seen fights, drinking, homelessness and this is a frightening area to walk through and could use more lighting, cameras and safety upgrades.

I have avoided biking to businesses on Lyndale because I don’t feel safe with the traffic to connect in from Bryant or other side streets. Improved intersections would make me feel safer by bike and protected lanes.

I think a 4-3 lane conversion would back up traffic pretty badly, and I’m not sure how you could mitigate that. It would certainly be safer for pedestrians and cyclists, but would cause new problems. Perhaps there is a different solution?

At the corner of 45th and Lyndale, across from the school, there should be a pedestrian walk that is only initiated when people are crossing. This would seriously help peds at the crosswalk and would only influence traffic when peds are trying to cross.

Cars still turn/go straight at the intersections of 25th and 27th. It is extremely unsafe for cars and pedestrians.

The stretch between Franklin and Lake could do with better crosswalks and maybe lighting, but for the love of god, don’t try to slow the traffic down just for its own sake. It’s fine. Real cities have the occasional thoroughfare, and people can deal with a ten-block stretch of a busy road. Not every thoroughfare in the city needs to be slowed to a crawl. Pedestrians can cross at the lights, they’re every two blocks. Cars can turn at the lights too. I am also a (former full-time) commuter cyclist, year round, and Bryant is FINE to bike on - no need for another bike lane on Lyndale. I live on 3600 block and don’t want to see the businesses killed like the Lakes/Hennepin ones have been. Again, I say this as a cyclist, a winter cyclist dating back to 2000, and a person who’s lived in cities bigger than Minneapolis. People can deal. It’s one busy street/county road. Cross at the lights and bike on the bicycle boulevard that’s adjacent and parallel.

There needs to be a crosswalk at Lyndale and 42nd St.

Think safety. We need to hear more with people who work and live by her

no

Bumps to slow down traffic?

Less (or not!) cops! Also, put parking space in between the car lanes & the bike lanes! Parked cars shelter the bikers!! This makes bikers safer *and* less stressful for drivers!! This should be the norm in the entire city.
Do you have any additional comments about how to achieve safer, more equita…

As a biker who lives on Aldrich and 24th, I see no reason to make Lyndale into a bike avenue. Bryant avenue is available currently and feels quite safe. I think that any lane reductions must take into consideration the fact that traffic already often backs up onto Hennepin and the 94 west exit ramp at northernmost Lyndale. Wouldn't lane reduction make this worse and force waiting traffic onto the highway?

To be honest when I first started the survey I thought it was about crime, not driving/pedestrian safety. They tried the same thing on Nicollet Ave. The one lane each direction and it was a mess, within three weeks or so it was changed back. Also, in the winter having one lane makes in more unsafe for individuals who may drive a bit slower for weather conditions. Has far as more lighting I agree with that.

This seems a bit off to me. The concerns are lack of police and crime right now. I don't think we need more construction projects. Where else would the traffic be rerouted.

Like it or not, Lyndale is a major thoroughfare. Why on earth would lanes be reduced?? If the city keeps allowing all of these apartment/condo buildings, and encouraging density as in their 2040 plan, Lyndale is going to need to be 3 lanes each way to accommodate the traffic! It is foolish to think all the new residents will commute by bike or mass transit.

Leave it alone. You can’t cut Lyndale and Hennepin at the same time. The volume needs to be accommodated. Parking ya critical to the survival of businesses. Without businesses the area is far less attractive.

Lyndale has heavier traffic right now bc there is nearly no access to 35W (and therefore 94). Wait until 35 is done before blowing a lot of money on unnecessary changes that will cause more problems then they solve. Cross at the lights where it’s safe an easy.

We need pedestrian crossing marked onto the asphalt of Lyndale itself

Arm the homeless

The County should restripe a 4-to-3 conversion ASAP-- this is a simple, low cost change that will save lives.

Those curb extensions cause big problems for cyclists - drivers often do not allow much space.... a good example is that curb extension on 38th st by cedar....

No, good luck, thank you!

Don’t narrow lanes, and DO NOT put a bike lane on Lyndale. And yes, I am a cyclist. Also, as much as I hate to postpone improvements to Lyndale, I wonder how much things will change when 35 reopens? It’s been closed since I moved here and I can’t imagine what it would be like without all of the S Mpls using it as a substitute highway.

We’ve had some work completed on Ky dale in our area. It’s such a busy street that we now have traffic backed up from 54th Street going south to the freeway. It’s terrible at rush hour! The flow has been reduced. If this is what will be happening going all the way northbound, it will be a disaster.

Fix Lyndale now! Highways shouldn’t run through major population centers.

i would be too scared to bike along lyndale, even with the conversion. i am much more likely to continue to use bryant ave. making the crosswalks safer is huge, though!

More left turn lights at intersections. No Bike lanes on Lyndale, that is courting disaster and robs businesses of needed parking

More security would be my number 1 go to

Yellow pedestrian crossing signs at crosswalks, maybe blinking lights/signs such as at University & 18th Ave NE to make it more obvious that pedestrians are crossing. Be mindful of requiring pedestrians to push a button to activate - if it is quick and effective to change a light or activate a crossing signal, it is great. But if it has no effect, or if a walk signal will not activate without it, it feels demeaning.
Do you have any additional comments about how to achieve safer, more equita…

People drive exceptionally fast regardless of posted speed limit, overall poor lighting and visibility. Would NEVER try to cross Lyndale as a pedestrian without a street light.

Increased police presence may help

stop building condos that nobody can afford

Abolish the police!

I think they Ave is fine as is.

Safety is important but don’t lose sight of mobility and congestion.

I live on Aldrich Ave S, walk to work downtown, and cross Lyndale daily on that commute and to buy groceries. I’ve not driven a car in almost 15 years, and at this location, only see opportunities for safer and reduced traffic, and increased room for pedestrians.

Bus lane would make transit schedule more accurate. Stop light at 25th St would make crossing safer.

NO more bike lanes! They can use Bryant that is 2 blocks away. If we make our city the enemy of the car, we will lose our tax base, we WILL damage small businesses (we already have). ENOUGH. We can share roads, we have done so safely for decades. Oh, and bikers do not feel the need to follow traffic laws, putting everyone, walkers and drivers alike, at risk.

a traffic signal at 27th St would make it hella safer.

Turn arrows on 31st for city buses to turn left onto Lyndale Avenue.

The County’s terrible half assed attempts to improve safety on Lyndale have made the damn thing more unsafe. The biggest solution to helping traffic flow is the 4:3 conversion.

Feeling unsafe on Lyndale Avenue has nothing to do with traffic and everything to do with crime.

When driving, no left turns unless at a light with an arrow. I’ll make a right turn to a less busy road, and then use a light to get across. That way there won’t be traffic jams caused by people trying to turn left. I think no left turns would cause less traffic. and be more predictable. if cars rush to make their left turn, they might not see a walking pedestrian etc.

Bike lanes are necessary.

please do not reduce the amount of lanes there is already enough traffic problems

live on lyndale so... for many years, have NEVER seen a situation where there is not enough room for on the sidewalk for walkers. in fact bikers and walkers coexist on the sidewalk nicely. the bike lane on 24 th is never used. there is a north south bike blvd (bryant ave ) 2 blocks from lyndale. lyn is a main thoroughfare that moves high amounts of commerce and people (cars and buses) efficiently . The fact that they are considering throttling down the size and efficiency is frightening. look at what was done to Henniperrn at lake between31st and lake. oversize sidewalks -not used - bike lanes not used - parking spaces removed - people now avoid going to uptown because the throttle down has caused traffic build up and no parking on street. and now they are trying to replicate that disaster onto lyndale ? this area is a main artery that feeds i94 as well as downtown and 394 any restrictions to flow would be detrimental to the health of citizens ( pollution from gridlock, emergency transport) and detrimental to business ( both storefront and transport of goods and services ) , why are planners always trying to break what works { nothing else to do ? }. the road needs to be repaved and better lighting, that’s it. where is the equity in using tax payers money to make roads more congested , hurt business build unused bike lanes and build larger sidewalks that are not used ? go sit on henn at 31 st and take a count of who is using the expanded sidewalks , how many bikes there are and how long it takes to go one city block now.due to "enfancements ": it is a complete failure
Do you have any additional comments about how to achieve safer, more equita…

Prevent further businesses/high costs condos that will further gentrify the area. The goal should be to keep the people already there safe, not to push the lower income people out for “better” “wealthier” and likely white people who can afford 1600 a month for a 1 BR. Support the small businesses so the can increase their safety and so customers will feel safe to visit those businesses. I have no advice on Franklin and Lyndale intersection, but something needs to be done. I have seen multiple extremely bad accidents and have nearly been in one myself.

No bike lanes

While I support bike lanes, with the recent increase in crime and car racing, I think public safety measures should take precedence. The drag racing, mugging, car jackings and gun fire need to be controlled before we look at reducing lanes and adding bike lanes. With a similar proposal on Hennepin exactly how are drivers suppose to easily and quickly get to our neighborhood? As it is traffic backs up and I believe get diverted to side streets. Business need people to be able to get to them.

do something about 27th street crossing. it is terrible all the way from hennepin to lyndale

This survey is concerned about bikers safety. Recreational bikers are generally middle aged white men. I find this to be disingenuous. I thought this was about the safety of our city. The daily crime, carjackings, stabbings, shootings. If we do not fix crime, there will be no one in our city to bike or walk on Lyndale. This survey wasted my time.

I feel unsafe walking Lyndale and uptown in general because of the crime. In the over 10 years I've lived 1/2 block from Lyndale and walked it hundreds of times I've never felt unsafe because of traffic. If people use the crosswalks, look left, right, left like taught in elementary school and pay attention versus looking at their phones it’s completely safe and fine the way it is.

Currently that issue has turned more to crime than unsafe driving, but that's a close second

make alley behind Wedge One Way. No left turns in/out of Wedge parking lot.

I marked 'other' because I actively avoid Lyndale Ave S because of how horrible it is to be on or near it, as either a driver, a pedestrian, or (god forbid) a biker. I would "love" nothing more than to bike to Lyndale with my family and explore the businesses, but it will always be my last choice place to go because it's such a hellacious experience for anybody not in a hummer going 40mph.

I really like the newly reconstructed street on Lyndale, having the left turn lane is safer and very helpful. I think it is essential to save the trees. I don't recommend riding bikes on this busy street since there are bike lanes two blocks away on Bryant.

We still need some traffic arteries in this city and Lyndale should be one.

I feel Lyndale and Hennepin should be turned into one way streets going opposing directions. With this change also reduce the number of lanes and create one dedicated bike lane and expand boulevard width. And somehow reduce the speed limit. Currently Lyndale is like a drag racing strip.

Driving down Lyndale is busy and frustrating a lot of times. I’d worry moving to a 3 lane system would result in a lot of traffic backup, and make drivers more aggressive when they are moving.

I avoid Lyndale like the plague. I was threatened by and nearly run over TWICE by the same driver who objected to my presence on Lyndale on my bike. Even in a car, the traffic is insane; I do anything to avoid. French Meadow is still a fave destination, within a mile of where I live, so I can easily walk or bike there.

More lights or stop signed. You can never get across a lane that doesn't have a light. Better bike lane.

Protected bike lanes with durable concrete or a raised cycle track is preferable.

Stop building condos. Too many people.

Focus on design to make the road self enforcing. Do not increase police presence or enforcement.
Do you have any additional comments about how to achieve safer, more equitable transportation?

Make it easier for busses to move through traffic—I don’t see them on this survey. Busses need to be able to move freely, particularly since the service is already so irregular. Busses, bikes, and walking need to take priority so we can get more cars off the road.

You could do the 4 to 3 lane conversion, but ONLY on the Wedge block perhaps? Otherwise what a miserable drive.

Anything to move away from a car-dominated Lyndale Avenue will be a great improvement. Helpful to prioritize efforts to serve those who walk/bike/bus over those in cars.

Why not have bike lanes, like in Germany - an extension of sidewalks, instead of the street?

Prioritize sidewalks and bus stop

There is a HUGE safety problem on Lyndale for pedestrians/cyclists. I think other traffic calming measures could be useful. Reducing the speed limit, more stop lights (so cars can’t go so far without potentially having to stop), etc could help. I strongly support the 4 to 3 conversion.

I think removing a lane on both sides will congest Lyndale ans make it less safe as drivers become more aggressive.

I feel super unsafe crossing Lyndale even with a traffic light – but I especially feel unsafe crossing the street by Loon Deli. Maybe lights *would* help there? I am glad that this is being talked about because a solution is long, long over due.

Please make changes. I live 1 block off and people go so fast it’s awful. This is a city for people, NOT for cars.

It really blows my mind that Lyndale doesn’t have a 4 to 3 conversion or at least bus lanes by now. In regards to speed limits and signage, they can only do so much - people still turn left at 25th/27th even with no turn signs. Infrastructure changes that introduce physical barriers are the only thing I feel really makes a difference in car speed.

We need way more lights so there are not these dark spots where drug deals, violent crimes and vandalism occur on a nightly basis. Lighting will help cars see people and bikers.

Get rid of speedway on 22nd and Lyndale

Slower speeds and more lights would significantly help safety and crime.

Make sure the bike lane is curb protected, or better yet, follows a similar design to downtown Park Ave where the bike lane is up on the sidewalk.

I like it the way it is—the traffic calming measures of some years ago helped a lot.

The cars drive way too fast and don’t follow the traffic laws. They intimidate pedestrians and don’t give them the right of way more often than not—maybe 75% of the time they ignore pedestrians. Forcing them to slow down might help, but somehow there has to be consequences for not following the laws. Would making these physical changes do that? Maybe, but I doubt it.

Seems like your organization/city of Minneapolis is on the right track to doing “something”. Felt very unsafe or like the traffic (esp. peak times people speed up) felt scarier during and around big development construction sites. Semis, all day for months, noise, blocked lanes made car traffic drive more aggressively, truck traffic for construction sites blocked or held up more traffic so drivers seems in a bigger hurry to get through and out of Lyndale Corridor. I’m from Minneapolis, lived in Brooklyn for 3 years working in Manhattan, and now have lived near Franklin and Aldrich for near 4 years - the sidewalks, roads, and crossings around construction development (namely Franklin and Lyndale and 26th and Lyndale) felt scarier than most of my time in NYC, oddly.

I do not

It is irresponsible to have a continuous turn lane in the center of Lyndale. Dangerous and irresponsible.
Do you have any additional comments about how to achieve safer, more equita…

<table>
<thead>
<tr>
<th>Comment</th>
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<tbody>
<tr>
<td>What does equity have to do with anything? It should provide the most function for the most people, with function weighted to those who are actually invested in the road (e.g., businesses, homeowners, residents).</td>
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<tr>
<td>The county needs to prioritize safety improvements using crash data.</td>
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<tr>
<td>EVERYBODY SLOW DOWN</td>
</tr>
<tr>
<td>So many drivers go through red lights. It’s a different issue to enforce, but a really big problem.</td>
</tr>
<tr>
<td>n/a</td>
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<tr>
<td>My main concern is poor lighting along sidewalks on Lyndale Avenue. Dark areas allow for more crime.</td>
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<tr>
<td>Need more police presence at 22nd &amp; Lyndale where there’s violence and crime.</td>
</tr>
<tr>
<td>There are far too many cars on Lyndale. I’ve lived adjacent to and frequented businesses along this stretch of Lyndale for 40 years, and I’ve finally decided I just need to avoid this stretch. Demo derby as a driver and often unsafe as a pedestrian. Drivers simply don’t give a shit about pedestrians or cyclists.</td>
</tr>
<tr>
<td>Lyndale is one of the most dangerous roads in Minneapolis. It is treated like a highway for so many people driving through. It is not safe or pleasant to walk, bike, or even drive through. Businesses along Lyndale are closing, probably partially due to this unpleasant experience. Living a block away from Lyndale, it seems like many people started driving through at much higher speeds during quarantine when there was little traffic and they never stopped. I can hear cars revving their engines and speeding through regularly. After the 4-3 conversation in the near future, which absolutely MUST happen, we need to rebuild it for people and not for cars. It is (or should be) a lively commercial corridor and should be treated as such, instead of an urban highway. People walking, biking, rolling, and taking transit should be prioritized and people in cars should be treated as guests. Since we are in a climate emergency, we should be doing everything possible to shift away from personal vehicles. If it’s easier to drive and park, people will continue to drive everywhere. Active transportation options need to be attractive, simple, and safe, so that the experience is better for people already walking, biking, and bussing, but also attracts people who currently only drive - away from their cars.</td>
</tr>
<tr>
<td>cars are always speeding down Lyndale. feels unsafe as a biker for sure, and also a walker.</td>
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<tr>
<td>Alternative police, community gathering spots</td>
</tr>
<tr>
<td>In efforts to make Lyndale safer for pedestrians and bikes, don’t penalize the drivers. Frustrations with driving access can lead to speeding and stupid decisions by drivers to beat the lights, leading to a less safe environment after all.</td>
</tr>
<tr>
<td>I interpreted the option ‘improved lighting’ to be about street lights. If it is about stoplights I would rank that extremely helpful, especially between 24th and 27th</td>
</tr>
<tr>
<td>I do not currently feel safe biking on Lyndale. I would be pleased to see bike lanes added to Lyndale like those recently added to Hennepin near the Lake St crossing, I never would have biked along Hennepin before they were added. I recently took them with a friend to come back north from the big cemetery near Hennepin/36th and felt extremely safe even though it was sunset. I think taking a similar approach to portions of Lyndale would make it safer for both bikers and pedestrians and improve the neighborhood.</td>
</tr>
<tr>
<td>Please no bike lane- we have Bryant. The area is already congested- do not limit lanes. Left Turn signal would help at 26th...Crosswalk w/ flashing lights at 29th</td>
</tr>
<tr>
<td>The enhancements made to Lyndale south of 35th have been very successful in my opinion. I’d like to see something similar done north to Franklin.</td>
</tr>
<tr>
<td>Prohibit left turns across the street at any time</td>
</tr>
<tr>
<td>Make lyndale a slower speed limit and build the street for slower traffic. Public education of drivers to explain pedestrian right of way laws that they clearly never learned.</td>
</tr>
</tbody>
</table>
Do you have any additional comments about how to achieve safer, more equita…

Lyndale Avenue needs immediate short-term improvements. Hennepin County is dawdling about needing money and putting the street in the CIP, but its crash risk is too high to wait around with that. They should use some of that sales tax money they diverted to roads to immediately restripe the street 4-3. There also NEED to be crosswalk markings at 25th and 27th. It’s absolutely terrifying crossing there. Long term, hopefully pedestrian beacons could be installed.

I know this isn’t what the survey is directly studying, but I just want to put it out there: for a more safer and equitable Lyndale Ave South, Minneapolis really needs to see an increase in affordable rental and home ownership options. Even before Covid, there’s been an increase in homelessness in our community and rent prices are still increasing, so even people with rental subsidies are struggling.

Increase space for pedestrians AND cyclists. Reduce space for vehicles to move quickly and dangerously. Make Lyndale a place to hang out/relax and not a loud speedway for folks just getting off of 94.

More street lighting throughout Lyndale, not just on corners or business areas. Wider and level sidewalks (not disrupted by tree roots, driveways). Keep bikes off sidewalks, as well as keep sidewalks clear from business patio use. No need for bike lane since Bryant is a dedicated bike street two short blocks away. Keep people with disabilities in mind. Accessing the sidewalk from the street is necessary even in the middle if a block (not use driveways). Ensure APS and walking signals at all corners work properly.

Bike

Most of the survey questions were “tinkering at the edges” sort of options; replacing individual vehicle traffic with more public transport would be a more meaningful change. Enforcement matters too. It seems unrealistic to think that bike lines are feasible on Lyndale–bikes should be routed to adjacent streets instead

Consider a bus only lane - it would do wonders for that neighborhood. The 4 is embarrassingly slow at peak times.

I think a 4 to 3 lane conversion is a good fix, but still a temporary fix. I’d prefer a vision that is far more beneficial to people walking and trying to cross Lyndale. Biking doesn’t feel like an option on Lyndale at all, and that wouldn’t really change with a 4 to 3, so I’d prefer something radically different. 4 to 3 is a worthy goal, but should be short-term.

Protected bike lane, please

This poll seems to be written in such a way as to garner support for outcomes preferred by those funding the poll. It’s results should be suspect, just as the results of any push-poll would be.

Keep the #4 bus going up Bryant South as it does now (south if 31st Street ). Bikeway should be on Aldrich, NOT Bryant or Lyndale. Bikes & busy traffic do not go together. As a longtime bicyclist, I ride up Aldrich, never Bryant or Lyndale. Bryant is needed as a car route to keep Lyndale from getting even more congested.

For those who come into the neighborhood to primarily drink/eat, I think it would be wise for the city/neighborhood to start seriously considering how we approve a railway public transit system in our area. This feels like a safer, more reliable method of transport than biking or busing, and I would love to see roadways reconsidered in the Uptown area to accommodate that service (whether it be on Lyndale Ave, Hennepin Ave, or another major road in the area). I sincerely feel we have more than enough bike lanes in this area, and I’m honestly not sure that’s helped to reduce traffic, slow down traffic, or improve walkability/safety for pedestrians. As someone who lives right on Lyndale, I feel I would utilize that service more than I would enhanced bike lanes, to do things like run errands, get to work, travel to other parts of the city, etc.

The problem on Lyndale is not cars, it’s crime. We need more lighting to deter crime. We need cameras to deter crime. We need to arrest and jail criminals to deter crime.

Moving traffic signals to the near side of the intersections creates safer crosswalks because vehicles actually have to stay far enough back to see the light. Mix this with not allowing right turns on red and you can actually create a safe pedestrian experience.

Thank you for doing this! We need to make Lyndale safe!
Do you have any additional comments about how to achieve safer, more equita…

Franklin to 28th is dangerous and drivers act like it’s the Indy 500. 31st to M’haha Pkwy is extremely dangerous drivers act as if they are trying to set the land speed record.

Lyndale– like all county roads in Minneapolis– is dangerous to walk, bike, and even drive on. The current design also spending time in this neighborhood unpleasant and unsafe. I hope the county takes meaningful action to expand pedestrian space, make cycling safe for everyone, and slow down traffic using better design.

The fact you did not even ask if people were "frequent drivers" on Lyndale up front puts your survey in suspect. It’s Ok, really, to ask drivers what they think even if they are the lowest priority of your desired outcome.

I don’t necessarily support a 4-to-3 conversion, I do however support protected bicycling infrastructure since I do bike onto Lyndale every now and then to visit Aldi. I also support transit lanes on Lyndale, considering that I’ve seen the 4 get stuck in traffic pre-pandemic. Looking forward to seeing what concerns people generally have!

I would like to see city support to help minority owned businesses to open in the many empty storefronts at Lyn-Lake. I’d also like to see some kind of tax for property owners who leave storefronts empty for years - maybe a tax could be avoided if landlords offer affordable month to month pop up leases.

I would love to be able to feel safe biking on Lyndale, as of now I don’t even feel safe crossing Lyndale on my bike. I have seen so many accidents on Lyndale, way more than on any other street in the area or in Minneapolis as a whole. I have to take Lyndale to get basically anywhere and the street is a huge problem and a safety hazard for everyone. I would like to see bold changes to Lyndale that prioritize pedestrian, bicyclist, and transit safety and efficiency instead of prioritizing cars.

I very much feel like Lyndale, being a main thoroughfare for vehicles, should continue to give drivers priority (and I’m an avid cyclist.) Lyndale is a mess for traffic, and people will continue to drive along it causing congestion and traffic issues going between uptown and downtown. Improving vehicle-related issues, and encouraging cyclists to use roads like Blaisdel/Lasalle or even Hennepin, just seems like a better use of a time and energy then making Lyndale more bike friendly and removing lanes to accommodate bike lanes and wider sidewalks. Though better crosswalks, or even skyway options for pedestrians would be wonderful!

A light at 42nd street would be very helpful!

Many drivers speed along Lyndale and swerve between lanes, despite heavy pedestrian and bike traffic and lanes narrowed by on-street parking and snow drifts. I don’t believe that either reduced speed limits or curb extensions would address these problems (at least not without the 4-3 conversion), and narrower lanes would certainly make things worse. Though I’m not a cyclist, I would love to see bike lanes on Lyndale.

Cars have to slow down. Keep it at a reasonable 30, they can take 35W if they want to go 55. That requires police to actually do their job and pull over speeders, not just minorities.

Consider needs of homeowners on Lyndale and nearby.

Without a dedicated bike lane, I wonder if it might not be prudent to limit bike traffic on Lyndale. More, well-marked cross-walks. Perhaps some increased enforcement of jay-walking and bicycles ignoring traffic signals (just a warning, no fines for now). Figure out if there’s some way to increase off-street parking.

Connecting to Lyndale via bicycle in an Westbound direction is also not especially pleasant. The primary ways to do that (for me) are the Greenway and 26th Street. The Greenway options are walking up a long flight of stairs with my bike or getting off on Bryant, which puts you into a couple of adjacent dangerous intersections. The intersection at 26th & Lyndale is consistently nerve-racking for a bike rider in its current construction.

PLEASE MAKE THIS HAPPEN! 3 Lane conversion is so necessary. I have owned a business on Lake/Lyndale for 17 years!!!! Slower speed limits. Maybe 4 way stop sign intersections between traffic lights on Lyndale between Lake and Franklin.
Do you have any additional comments about how to achieve safer, more equity...

The Franklin-Lyndale intersection is dangerous for northbound traffic turning left onto Franklin. I think that northbound traffic turning left needs to be given a green arrow and only a green arrow - no more yielding to southbound traffic. The southbound traffic is traveling too fast and visibility for northbound traffic is low as southbound traffic is coming around a curve. Too many people are also running red lights, even when they can see you are in the intersection and needing to turn to get out of the way of the east-west traffic. Additionally, I like the idea of bike lanes, but I am concerned about bikes being put between parked cars and moving traffic.

Lyndale is a noisy, dangerous corridor, but I know it could be so much more. Improving it with wider sidewalks, curb extensions, protected bike lanes, and bus priority would be a huge win for equity and for a more sustainable future.

4-3 just makes sense, and I'd reduce parking as well.

Traffic on Lyndale is a raceway. Customers are reluctant to shop at my store and more because it is dangerous to try to get out of your car parked on Lyndale while cars go by at 40+ mph.

Open Streets is a great vision of what Lyndale could be. A street built for people, not cars!

To make Lyndale Avenue South safer and more equitable, you must prioritize the most vulnerable users, in order: pedestrians, cyclists, and transit users. Lyndale should not be a primary commuter throughway.

Stop light at 25th and Lyndale and other dangerous intersections on Lyndale

The survey offers a very narrow set of treatments for Lyndale, and doesn’t talk about how treatments would or wouldn’t interact with each other. I would have liked questions about transit improvements. A 4-3 conversion would also allow for space for medians, which would improve crossing for pedestrians. We’ve seen the implementation of bump outs along Lake with minimal improvement in safety or comfort for users.

- Curb-protected bike lanes - paint is not infrastructure, and drivers do not respect bollards. - Raised crosswalks or material changes at crosswalks - make it inconvenient for drivers to put pedestrians at risk - In climate crisis, our city should be planning for car-free infrastructure. How can these improvements get people out of cars entirely, or help us close major thoroughfares to cars?

Reduce on-street parking? signalized ped crossings at each intersection? Lower speed limit. Reduce number of business driveways?

Bikes and pedestrians only :) it would be great if Lyndale could become a pedestrian destination in uptown. One may argue lake street but it’s just as dangerous. More local shops, restaurants would be great, but it’s just way to sketchy even for an able-bodied person as myself. The county should relinquish control of Lyndale, but I’m sure it won’t.

Preserve/improve conditions for fast, reliable transit service.

I remember walking down the Lyndale last summer and having to stand in the middle of the street in order to have any chance of crossing it. Cars passed by me on both sides at high speed and it felt very dangerous. A month later someone was killed while crossing, just a block from where I had stood. It could’ve been me.

Narrower street with bike lanes and bus lanes. Less room for cars (moving or parked)

Some people, such as myself, have no other option than to drive down Lyndale each day to commute to work. I admire and support many of the changes to calm traffic throughout the city, but keep in mind that there do need to be arterials that people can use to travel longer distances. Planners and activists like to encourage deterrents to driving as a way to push more people onto mass transit, biking or walking, but some people simply cannot make that switch. For us, changes that “calm” traffic are simply painful, without changing our behavior.
The nearest designated crossing intersection to the Greenway, at Lake St. and Lyndale Ave., has suffered the most crashes involving pedestrians in the entire city over the past 10 years. Thousands of people live within a few blocks of this location, thousands more utilize the Greenway by foot and by bike, scores of small, independent businesses are a unique and rich resource, but the inability to safely cross the road negatively impacts our quality of life. And as there is also no crosswalk at 27th and Lyndale Ave, the disastrous pedestrian situation continues as you move north into the Wedge neighborhood. With multiple extended areas that have no traffic lights and no stop signs, many drivers treat Lyndale as an expressway.

Please reconsider any number of driving habits that make using our streets as pedestrians unsafe: rights on red when parked cars block visibility, moving through intersections while human beings are still present in them, left hand turns without checking for approaching pedestrians.

Traffic enforcement is what is needed.

Take down the bollards and let people who live in the wedge turn left into their neighborhood

I mostly drive along Lyndale. In recent years, it has gotten to feel very narrow (and more dangerous) in some areas, maybe because of increased (and faster) traffic since 35W has been under construction and the construction of tall buildings around Franklin/Lyndale. For this reason I like the 3 lane design change. Consider lighting design. As my eyes age, the confusion of so many different lighting sources makes me less comfortable driving down Lyndale at night.

My household does not own a car. We bike, bus, and walk. I would NEVER bike down Lyndale. I walk out of my way, sometimes with heavy bags of groceries, to cross Lyndale at a light. I even stand several feet from the corner because cars take the turns very fast. The bottleneck at Franklin and Lyndale is super dangerous. The idea that a biker heading north is going to bike up a steep ramp to cross a bridge that diverts them several blocks from the Wedge co-op and other businesses at Franklin and Lyndale is short sighted. Instead bikes and pedestrians compete with fast cars and narrow sidewalks to move 1 block north on Lyndale. It would be nice if that intersection was addressed in future planning.

Make it slower and harder for cars to use as a fast way to get somewhere. Show drivers that biking and walking are safe ways to get around the city. Make it easy and efficient for buses.

Protected bike lanes physically separated by structural barriers from auto traffic

4/3 conversion! Also, as a daily biker, don't bother with painted bike lanes on Lyndale. Bryant is very nearby, and curb cuts for pedestrians and adequate bus infrastructure is more important for this road.

Crosswalks with flashing yellow lights

Post and enforce the law about stopping for pedestrians in the crosswalk. I regularly have to cross Lyndale pushing a stroller with a 1 year old and it amazes me that cars go speeding by with no regard that I am standing at the corner waiting to cross.

PLEASE promote bicycle safety -- many bicyclists do not abide by stop signs, cut in front of pedestrians and cars, wear headphones, etc. I do not see that you are doing anything to convince bicyclists to operate in a safe manner, yet you just keep building bicycle lanes. Then the bicyclists don't even use the lanes...........who is pushing for this? Do you even know an older or infirm person? Do you really think we are all going to walk and bike everywhere? Have you tried walking or biking on ice in the winter? How often have you waited for a bus outside in zubzero weather? Is everyone really going to get rid of their cars? How about you put it for a vote before you keep installing bike lanes?

Enforce speed limits. Enforce running red lights

The farther south on Lyndale (south of Lake Street) the safer I feel crossing Lyndale. I’ve almost been hit by cars on Lyndale multiple times, and each one of those times I had been crossing the street after being given the signal at a set of street lights. Lyndale definitely needs more crossing areas and safer crossing areas. I think the street is just unfortunately placed. The exits to/from the highway (near Franklin) are always a mess, and lake street is always a mess, so that part of Lyndale is always a mess.

There are many great destinations along Lyndale that I would like to be able to get to safely on foot or by bicycle. Getting across Lyndale on a bike, or on foot is super scary. Making Lyndale safer is long overdue.

Speed limits only help if enforced - as do any safety measures, frankly.
Do you have any additional comments about how to achieve safer, more equitable transportation on Lyndale Avenue?

Never ever more bike lanes. Especially on a main artery through the city. How the hell is commerce going to flourish. You ever drive a truck making deliveries to businesses? Or drive Lyndale during rush hour? The. You plan to remove lanes? Idiotic. Add more lanes! Remove the parking. Anything to help the businesses

I feel that reducing the lanes on Lyndale would simply increase backed up traffic and not increase safety. Not everyone can bike (parents, elderly, disabled people) or take public transit, even though we are a very bike and bus centered neighborhood. Increased lighting, greenery, reduced speeds, clear crosswalks, and more room for biking and walking would be great, though, as well as improving bus shelters

Better ways to control turn movements on Lyndale, like left turns. More substantial and permanent solutions than bollards at 25th St & Lyndale—curb extensions, medians, some kind of controlled crosswalk.

I have never felt unsafe walking in Lynlake but I also do have straight/cis-passing & white privilege and walk quickly, so my experience may not be so representative for that of others

More than traffic safety, I am very concerned with the number of carjackings and muggings that happen along Lyndale

Not only do I feel unsafe walking (and cycling, which I would not even do) on Lyndale, I also feel unsafe driving on it. Everyone drives too fast. They aggressively honk and erratically swerve lanes to get around other vehicles that are turning left or trying to enter or exit parallel parking. It’s almost impossible to turn left OFF of Lyndale, whether you’re at a light or not, because oncoming traffic is non-stop and regularly runs yellow and red lights. Turning right ONTO Lyndale from an uncontrolled intersection feels like a guessing game because the uninterrupted line of parallel parked cars makes every intersection a blind one. The same goes for trying to enter or exit curb parking. I would not even try to turn left ONTO Lyndale at an uncontrolled intersection. Compare that to Nicollet between Franklin and Lake, which has the 3 lane conversion that’s being described here. Cars drive more slowly, everyone is more on the watch for cars parallel parking, and it’s easy to pass other vehicles because of the left-hand turn lane. I feel safer driving, walking, cycling, and parallel parking on Nicollet. Don’t get me wrong, I think that Lyndale should be converted IN SPITE of the possible inconveniences to drivers. People have died there - in cars, on bikes, on foot - and they will continue to do so until Lyndale is changed in a big way. But to all of the car-obsessed NIMBYs who balk every single time a change is proposed to existing city infrastructure, I just wish they would understand that 3 lanes would be better for them too!

I live right on Franklin and Lyndale and the merging lanes approaching Franklin from the Northside are so dangerous. It gets super congested and noisy during peak hours. There is literally a center for the blind and deaf right there on that street corner, which is absurd that more precautions aren’t taken to ensure their safety, as well as the safety of the rest of us. There are times when I’m walking around and I come across some shady characters, and I feel like more street lights and wider sidewalks could help with overall safety. I’m happy to see that there is thought going into improving this block, I really do love it here.

I mostly feel unsafe when trying to cross at large intersections. I feel like I’m competing with turning cars!

I lived a few blocks from Lyndale for a year, and still spend significant amounts of time using it via different modes of transportation to visit local businesses and to travel through the area. Lyndale is incredibly unsafe. It is nearly impossible to walk across without getting hit at 26th and 27th. Those intersections need streetlights, or at least highly visible crosswalks. Look at Central Ave. NE—streetlights and crosswalks at (nearly) every single cross street, even relatively minor side streets! What is the argument for NOT having that at every intersection on Lyndale from 94 down to 31st St.? I have nearly been hit trying to walk across Lyndale even WITH the light at 26th, 28th, 24th, and Lake SO many times. I only try to bike on Lyndale for a few blocks at a time because it is just that dangerous. A 4-3 with turn lanes is an entirely necessary first step, along with adding crosswalks (and hopefully streetlights) at currently unmarked/unsignalized intersections. My more "radical" idea is to remove all parking between at least Lake and Franklin to create bus lanes; ideally bus and protected bike lanes. However, bus lanes should be prioritized because the 4 and other buses face HUGE delays on Lyndale Ave. South, and can’t exactly be shifted to neighborhood streets. Cyclists have other options on side streets that are fine alternatives.

Bike lane!

I’d just add that my worst experiences as a pedestrian on Lyndale have involved drivers making right-on-reds - the one-ways at 26th and 28th are notably bad, but the westbound Franklin right onto Lyndale heading downtown/I-94 is the worst.

Better bus shelters on Lyndale!

Improvement in pedestrian and biker access into downtown. Improvement can only go so far, when your obstructed by the freeways/interchange mess as you go into downtown and passed Loring Park
Do you have any additional comments about how to achieve safer, more equit... 

Really focus on making job-car options more appealing. For example, create a physically separated bike lane (remove on-street parking if needed) and improve pedestrian crossings to increase pedestrian visibility.

The safest solution is to remove cycling from the Lyndale thoroughfare. As Bryant Ave is a designated bikeway, Garfield Ave or Harriet Ave should also be a designated bikeway. I find it most safe to cross Lyndale at stoplights, which are at most every two blocks between Franklin Ave and 31st St.

Bike lanes should be physically separated with planters not plastic bollards.

People drive too fast and recklessly and they make illegal left turns at 25th and 27th especially. I have personally witnessed multiple crashes and close calls on Lyndale. I have swept up broken glass and car parts off the sidewalk. I marked reduced speed limits as not as effective because they aren't enforced or respected. We need physical changes that protect lives like 4 to 3 conversion, bumpouts, trees, and less highway-like road. Lyndale is a business district and residential. It's an asset to the city except for the dangers of the street itself. I live 2 blocks off of Lyndale Ave, and walk my dog to Painter Park every day. Thanks for this study.

No

open streets mentality, the city is for people, not for cars.

If you don't go 4-3, at least put in flashing ped beacons, and raised median islands to block cross traffic and left turns at 27th and 25th! Give pedestrians a break and make cars watch more carefully.

Lyndale from 31st to Lake is a huge safety hazard. I avoid walking, biking or taking my kids there at all costs.

Bus only lanes

I would strongly prioritize refuge island at all unsignalized locations over curb extensions. Being able to cross one direction at a time on a busy street is a much bigger deal than simply shortening overall distance.

Bus only lanes

We need to stop designing for cars and design for people instead. Lyndale should be able to accommodate people walking side-by-side on the sidewalk instead of squeezing past each other. Lyndale also needs a physically separated, protected bike lane. Paint and bollards will not do the trick and may make biking even more dangerous. It should be much easier to cross Lyndale at every block, and not just at the lights. The County should stop measuring the success of Lyndale by how many cars go through and instead by ease of use by pedestrians and cyclists and overall happiness of those experiencing the street.

I said I felt neither safe nor unsafe visiting businesses because the question was unclear. Sitting on patios is scary and unpleasant because of the speeding traffic. I experience the people and places from a crime perspective as very safe.

4/3, narrow the lanes, add trees -- slow cars down

Bus lanes are critical for making transit a competitive mode.

Safer bike lanes.

I think the 4 to 3 conversion is overall a great idea. From the driver perspective, the most frequent back-ups on Lyndale are when cars are turning left. It also is very dangerous because when drivers see a car is trying to left, then they switch to the right lane as quickly as possible (often cutting off a car in the other lane). I would say from a pedestrian perspective, it makes me a little nervous to make it easier to turn left. Cars do not looks for pedestrian when they see a break in traffic. It is just such a miracle they zoom as quickly as possible. I like the no left turn on 27th and 25th currently to protect this, but a center turn lane makes the likelihood of those staying feel smaller.
Do you have any additional comments about how to achieve safer, more equita…

Make raised crosswalks standard at every intersection to facilitate people crossing the street without being harassed by reckless drivers. Raise and color the bike lanes where they cross Lyndale on 24th, 26th, and 28th. Add dedicated bus lanes to Lyndale from downtown to 31st where it turns onto Bryant. Though it really should continue on Lyndale all the way south to 46th/50th.

Bus lanes and transit priority signals

Lyndale is an infected abscess on our transportation system. The fact that it has been allowed to exist so long in its current form is criminal.

Conversion to a 3 lane would be great, but also the lanes need to be narrower to reduce speeds. High frequency bus service, protected bicycle facilities, as well as widened sidewalks would be a great use of the extra space.

Best would be to incentivize cars to drive elsewhere, slow traffic, and make it easier for bus service to be reliable and quick.

nothing new, but I’ve lived on 27th and Lyndale for a while and I wish they’d change to three lanes of driving! so smart.

It doesn’t require a reconstruction to Fix Lyndale.

Lyndale is my least favorite part of my neighborhood. Every day it takes a toll on my mood and I fear that I or someone I know will be hurt by it. These things can’t happen soon enough.

We pay lip service to the idea of prioritizing people on foot in this city. It’s time to actually do so.

Eliminate beg buttons. Eliminate right turn on red. Add more left turn arrows for vehicles so that they’re not turning across crosswalks where pedestrians technically have right of way but are often almost hit.

Make protected bike lanes and put a boulevard down the center

more traffic lights or ped crossing lights would make me feel safer as a pedestrian; a dedicated, buffered bike lane would make me feel safer when I bike

Hennepin County government is is not responding to the needs of people who live along their county roads. This continued failure is putting people in danger and making Minneapolis a less livable place.

If there were dividers all the way down (like there are past 31st) I think that would help. Everyone drives on Lyndale like they’re hoping to commit vehicular manslaughter and giving them less of an opportunity to speed could be useful.

Consider some of those flashing pedestrian crossings like the one they have on hennepin, for intersections like 25th and Lyndale and 27th and Lyndale where there is no light.

It currently feels like a highway- I would never bike on it, I hate driving on it, and it feels very dangerous as a pedestrian

No

Plan away from cars! It’s an incredibly dangerous street and the only solution is to plan away from cars. Otherwise it will remain a small highway full of car crashes, hit pedestrians, and an complete inability to bike.

If it goes to 1 lane in each direction it will turn into a traffic disaster; if you take away parking for bike lanes it will kill all the businesses. We just need stop lights and marked crosswalks installed at 25th, 27th, and possibly even 29th. The relatively large number of traffic accidents occur on this street because it is so heavily trafficked. Don’t kill the neighborhood by pushing people away from it.
Do you have any additional comments about how to achieve safer, more equita...

The intersections at 25th and 27th streets are extremely unsafe to cross for pedestrians. I personally avoid it and will walk a full block out of my way, but that is not feasible for folks with mobility issues. Some sort of infrastructure improvement is needed. Perhaps stop signs or stop lights? Maybe a median through the entire intersection which would disallow left hand turns from Lyndale. At the very least, an island for pedestrians crossing would help a bit.

The county needs to give up control of city streets and allow Minneapolis to make better decisions for the community.

Lake and Lyndale is one of the intersections where I feel the least safe in the whole city. Cars are going too fast and need to be slowed down before they get to the light. Pedestrian bump-outs are needed so pedestrians can be easily seen by cars attempting to make left or right turns. Additionally, the boulevards on Lyndale between 37th and 31st create a very narrow area for bikers. This needs to be protected or better marked. I do not like biking so close to the parked cars on the shoulder because they may open their doors, but there is nowhere else to bike when cars are speeding down this one lane portion of Lyndale.

I am worried about people turning into bikers with the center turn lane in place. I would like to see more lights that have left turn signals.

I want physical infrastructure that lowers car speeds. 4 to 3 is ok. Narrow lanes is better. Culb separated bike lanes is even better.

One other thing that would make Lyndale a safer road would be closing the entrance to I-94. Traffic converges on Lyndale because of that entrance, and it’s duplicative with one just two blocks over on Hennepin.

I remain somewhat confused as to what the problem actually is, people are driving too fast or something?

Lyndale is killing people the way it is now. It must be narrowed, speeds lowered, and more space made for pedestrians, cyclists, and transit users.

Can we do Lyndale Avenue North next?

I wish I felt safe biking on Lyndale. Car lanes are already dangerously narrow.

Tons, but most importantly that biking on Lyndale is extremely unsafe, even suicidal and adding bike lanes to encourage it is wasting money and making a dangerous situation even worse.

Speed kills. Anything that calms or slows car traffic on Lyndale will save lives.

It’s obscene not to have a crosswalk at 27th with Whittier school there. And adding bike lanes just makes people drive crazy on the surrounding streets. Plus we have no way to effectively clear snow from bike lanes so they’re full of ice & dangerous.

Can Hennepin County please hire some engineers who care about the people who live and walk here, and not just making cars move faster? Also, get rid of those stupid no-left-turn barriers at 25th and 27th. They don’t solve the problem at all—which is that people, bikes, and even cars take their lives in their hands to try to cross Lyndale there.
Do you have any additional comments about how to achieve safer, more equita...

<table>
<thead>
<tr>
<th>It is imperative that the 4-to-3 lane conversion be implemented on Lyndale. Drivers already ignore the “no left-turns” signage and until the physical design of the corridor substantially changes, we will continue to have errant drivers abusing their privilege and striking people with their vehicles. This corridor is extremely unsafe from a traffic control perspective and active transportation and transit users must be better protected to keep this corridor a thriving business and community hub.</th>
</tr>
</thead>
<tbody>
<tr>
<td>All the strategies you mentioned would be good to implement. It’s not any one solution on its own but rather a combination of tactics. South of Lake St on Lyndale there is the middle median with trees and grass. I like that too as a traffic calming strategy!</td>
</tr>
<tr>
<td>I don’t believe any single change will cure safety or transportation issues on Lyndale. It must be a multi part plan for any to be effective. Currently, it’s one of the worst roads to bike on. Generally, I feel safe walking along it, but I feel discouraged because many routes to it involve cycling on crowded or “shared lane roads”.</td>
</tr>
<tr>
<td>I would like to see more left arrows for traffic on Lyndale- the lack of turning opportunities causes a lot of back-ups and people winding between lanes.</td>
</tr>
<tr>
<td>We will never be the city we should be until we make Lyndale safer.</td>
</tr>
<tr>
<td>Add curb space for tables and benches so people can eat or drink outside.</td>
</tr>
<tr>
<td>I think most important safety change would be to lower the speed limit!!!!!!</td>
</tr>
</tbody>
</table>