

CARAG West Segment Lake Street Community Input Survey

Community input on the below considerations and other issues relevant to the reconstruction of Lake Street are greatly appreciated.

1. Metro Transit is concerned about the safety of transit users accessing Lehman Center/School. Two options have been discussed. Please share your thoughts:

Option A: Metro Transit has proposed removing the Colfax bus stop (across from Lehman Center). In lieu of the Colfax east bound bus stop, transit riders would walk to the existing bus stop at Bryant Avenue. Metro Transit argues that transit users would be able to cross more safely at a signalized intersection and that the movement of the bus stop would reduce the likelihood of transit patrons crossing without a light.

Option B: Others argue that safety could best be improved by adding an additional new stop light in front of Lehman Center to provide for a safe crossing of transit users. Advocates of this approach have expressed concern that transit users will likely continue to cross as they always have and that moving the location of the bus stop will not adequately address safety.

Which option do you prefer to address safety? Option A: ___ Option B: ___ Other: ___

Please share your thoughts on this important issue: _____

2. Concerned with the safety of turning movements at the intersection of Lake Street/Lyndale Avenue and the intersection of West 31st Street/Lyndale Avenue, Hennepin County has proposed the addition of a fifth to provide for a dedicated turn lane and two continuous lanes of traffic in both directions (for a total of five paved lanes at each intersection).

Community members suggest **that all options be explored** to address safety issues and balance community priorities. Some argue that a dedicated turn lane could be created in conjunction with one moving lane of traffic in both directions, for a total of three paved surface lanes at each intersection rather than expanding the current width of the paved surface/adding new lanes. Below are some arguments in favor and in opposition of the various scenarios. *Community members are encouraged to suggest further scenarios for discussion with members of the West Segment Lake Street PAC.*

Issues pertaining to the addition of a turn lanes: Many argue that the creation of dedicated turn lanes (with a turning signal) in each direction would reduce opportunities for conflict by allowing thru traffic to continue moving through the intersection rather than be blocked by

vehicles waiting to turn. The safety of turning movements would also be enhanced due to the addition of a dedicated turning lane and signal.

Arguments against the addition of proposed turn lanes and retention of two-lane, two-way traffic: Adding a fifth lane would require a larger area of pavement than currently exists. It is unclear how the addition of a new lane would impact existing on-street parking and the current width of pedestrian sidewalks. The addition of a fifth lane would create a larger paved surface for pedestrians and bicyclists to cross and would likely require a compromise of current amenities (loss of on-street parking and/or a reduction in sidewalk width) to create more pavement space. Rather than enhance intersection safety, some argue that the addition of a fifth and dedicated turning lane and retention of two-lane, two-way traffic could decrease safety by allowing for increased vehicular speeds and an increased width of paved surface area for crossing pedestrians.

Issues pertaining to the total number of lanes if creating dedicated turn lanes: Many residents, while expressing interest in the concept of a turn lane, are concerned about the widening of existing paved surfaces. Some suggest that turning lanes be considered and paired with only one moving lane of traffic in both directions. Such a scenario would leave three paved surface lanes at each intersection in lieu of five lanes. Advocates of this scenario believe that a five-lane paved surface is incompatible with the desire to create a safe and welcoming pedestrian/more urban environment – attributes critical to support area businesses. Reducing the number of traffic lanes could, many argue, address safety concerns without compromising sidewalks and other pedestrian-related amenities. Engineers prefer to retain two moving lanes of traffic in each direction due to maximize efficiency of traffic movement. A compromise between moving traffic through the community and servicing urban, neighborhood businesses and residents will likely be needed.

Please express your thoughts on the following:

- a. **Do you favor the addition of a fifth lane to create a dedicated turning lane in all directions at the Lyn/Lake intersection (two way, two lane traffic would remain)?**

Yes: ____ No: ____ Uncertain: ____ Indifferent: ____

Please explain: _____

- b. **Do you favor the conversion of existing traffic lanes to create a dedicated turn lane in all directions at the Lyn/Lake intersection along with one lane of moving traffic in each direction?**

Yes: ____ No: ____ Uncertain: ____ Indifferent: ____

Please explain: _____

c. **New turning lanes should be explored even if they require a loss of on-street parking.**

Strongly Agree: ___ Agree: ___ Disagree: ___ Strongly Disagree: ___ Indifferent: ___

d. **The addition of a fifth turning lane should be explored even if it requires a reduction in the width of existing sidewalks.**

Strongly Agree: ___ Agree: ___ Disagree: ___ Strongly Disagree: ___ Indifferent: ___

e. **On-street parking supports local businesses and provides a buffer from traffic for pedestrians.**

Strongly Agree: ___ Agree: ___ Disagree: ___ Strongly Disagree: ___ Indifferent: ___

f. **On-street parking should be maintained at all costs.**

Strongly Agree: ___ Agree: ___ Disagree: ___ Strongly Disagree: ___ Indifferent: ___

g. **Ample sidewalks support the pedestrian character of neighborhood commercial corridors and local businesses.**

Strongly Agree: ___ Agree: ___ Disagree: ___ Strongly Disagree: ___ Indifferent: ___

h. **Existing sidewalk widths should not be reduced regardless of traffic concerns.**

Strongly Agree: ___ Agree: ___ Disagree: ___ Strongly Disagree: ___ Indifferent: ___

i. **A strong pedestrian environment is important to support neighborhood businesses.**

Strongly Agree: ___ Agree: ___ Disagree: ___ Strongly Disagree: ___ Indifferent: ___

Compare/contrast your priorities for safety, parking, pedestrian environment and related issues as they apply to the intersection of West 31st Street/Lyndale Avenue:

j. How is the intersection at Lake Street/Lyndale Avenue intersection **SIMILAR** to the West 31st Street/Lyndale Avenue intersection?

k. How is the intersection at West 31st Street/Lyndale Avenue **DIFERENT** from the Lake Street/Lyndale Avenue intersection?

l. How do your above comments impact your priorities for reconstruction of the 31st Street/Lyndale Avenue intersection?

3. **The addition of *bumpouts* have also been explored. *Bumpouts* are a rounding of the sidewalk at intersections to create a larger sidewalk surface area, resulting in a smaller opening for traffic.** Note: bumpouts are not proposed for all sides of each intersection. Quadrants slated to have a turn-in lane for buses are not proposed to have bumpouts.

Argument in favor of bumpouts: Bumpouts are believed to enhance pedestrian safety as they require vehicles to slow down before making turns. In reducing the width of paved surface that pedestrians have to cross, bumpouts are believed to decrease opportunities for conflict. They are also believed to prevent on-street parking at the intersection (typically required yet difficult to enforce) and thus enhance visibility of on-coming traffic and pedestrians.

Arguments against proposed bumpouts: Bumpouts reduce opportunities for on-street parking and are difficult to plow in the winter months.

In general, do you support the use of bumpouts along Lake Street? Yes: ____ No: ____

Please explain: _____

4. **Please share any additional comments and/or concerns regarding reconstruction of Lake Street and the intersections at Lyndale Avenue/Lake Street and Lyndale Avenue/West 31st Street:**

Thank you for taking the time to complete this survey!

Please forward completed surveys and/or direct additional questions to Scott Engel at the CARAG office at (612) 823-2520, or via email at scottengel@carag.org.

Updates are provided during monthly **CARAG neighborhood meetings** (the third Tuesday of each month at 7 p.m.). Meetings are held at Bryant Square Park, located at the SE corner of Bryant Avenue South and 31st Street West. Updates and information gathered from the community is also available at Council Member Remington's **Ward 10 website:** www.ci.minneapolis.mn.us/council/ward10.