



LHENA Zoning and Planning Committee Pop-up
April 10, 2021

On Saturday April 10th, 2021, a small group of Lowry Hill East Zoning and Planning Committee members hosted a pop-up at the intersection of Hennepin and 26th Streets. At the event, committee members were available to get feedback from community members about several committee initiatives. City representatives had also provided us with printed versions of the two design options for the Hennepin Avenue Reconstruction project so that neighbors could discuss and review in person. The following is a brief synopsis of the feedback committee members heard regarding the Hennepin Avenue Reconstruction project.

We heard from a diversity of voices. Obviously, we were going to get a lot of people who primarily walk and bike on Hennepin, as we were stationed on the sidewalk (on a cold day). But that said, there were several things everyone agreed on:

- Traffic is moving WAY TOO FAST on Hennepin for anyone to feel safe, but especially pedestrians and bikers.
- Everybody wants the businesses on Hennepin to succeed and THRIVE.
- There will ALWAYS be a need for bicycles to ride on Hennepin.
- Prioritizing the pedestrian experience is CRITICAL.
- Neither design proposed by the City fully satisfies these needs.

Where we differed was how to get there.

There were many great ideas. Here are a few highlights:

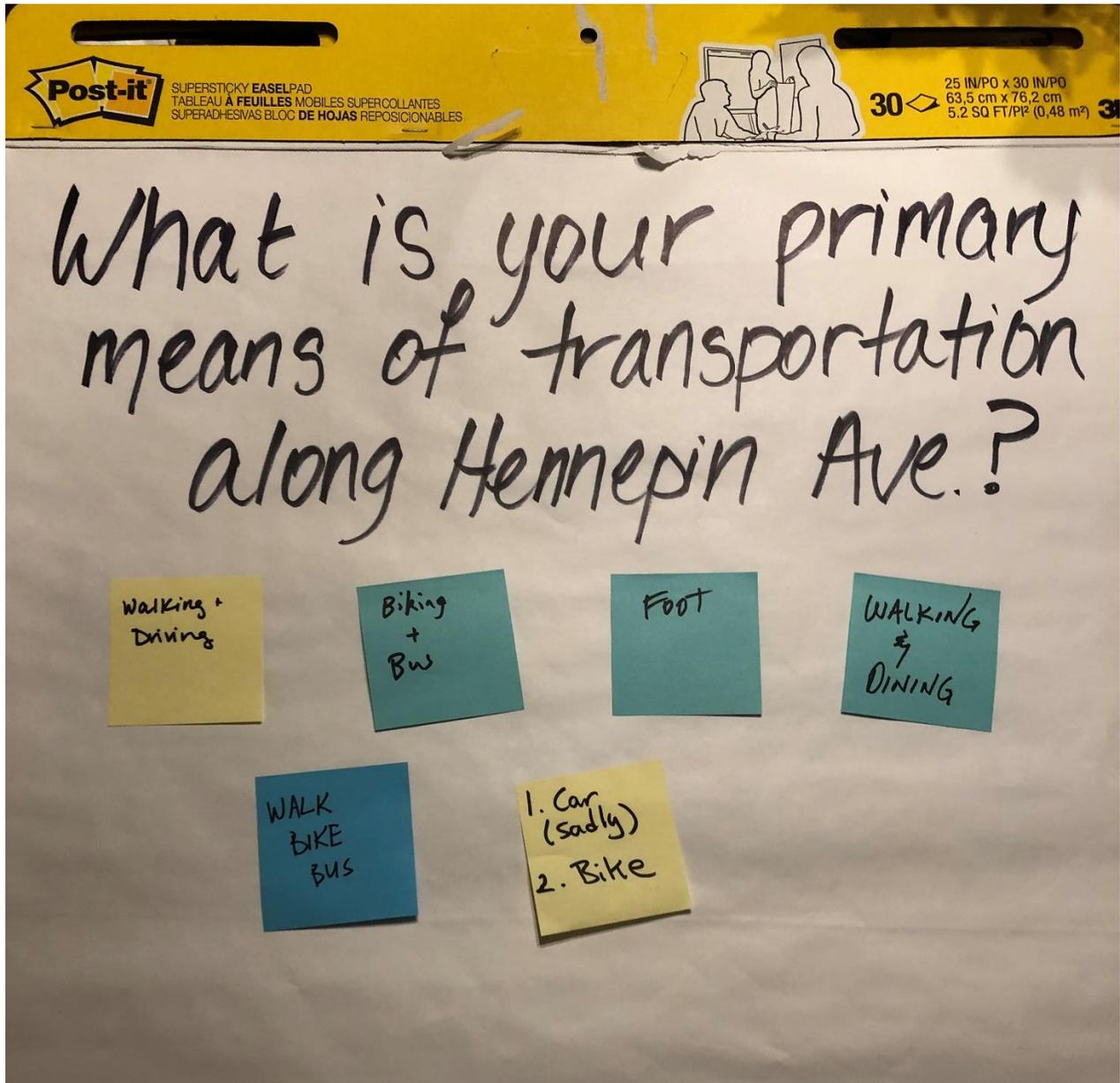
- Combo bike/bus lane to slow bus traffic and increase pedestrian space. And then provide a bollard solution to separate the bus/bike lane from the car lane. (This idea came from a bike-riding bus commuter).
- Keep busses in the vehicle lanes to slow traffic even more.
- Provide a designated bike lane on the roadway to save space, slow traffic, and provide easier access for bikes to both sides of the street.
- No left turns off Hennepin

Things that made us think:

- If you are riding your bike on Hennepin your mostly likely destination is somewhere on Hennepin. If you are passing through Uptown on your bicycle, you are going to use Bryant.
- Jefferson School uses the parking lane for after school pick-ups.
- The separate lanes for each mobility type will eliminate conflict on the roadway resulting in increased speeds and reduced awareness/caution. This is a suburban solution to an urban problem.
- Another biker pointed out that the separated bike lane on the east side of Hennepin might actually slow the bike commute, since there are so many more crossings on that side.

The parking debate and how to best serve Hennepin businesses was, of course, a point of contention. While the business community is signing on to a petition that puts the priority on street parking for the betterment of their business, there was a strong argument to be made for better access for pedestrians and bikes. And that case studies have shown the increase in pedestrian activity led to more business as people slow down and visit more retailers during a stop.

We also provided a simple survey for people to engage. The images below are the results of that survey.





SUPERSTICKY EASELPAD
TABLEAU À FEUILLES MOBILES SUPERCOLLANTES
SUPERADHESIVAS BLOC DE HOJAS REPOSICIONABLES



30

25 IN/PO x 30 IN/PO
63,5 cm x 76,2 cm
5.2 SQ FT/PI² (0,48 m²)



What is your biggest Priority on Hennepin?

Business Success

LIMITED Park/Drop OFF

LOCAL BUSINESSES

PARKING FOR BUSINESS

Business parking

Combination Bus + Bike Lane (a la Nicollet)

No dedicated bus lane
slow down

Parking for Businesses

Safe walk + bike PLUS Pleasant sidewalks + paths

Business success

Bike Lanes (better 4 business)

Less car noise - patio enjoyment!