

# West 29<sup>th</sup> Street Reconstruction Project

## Open House Summary

### Logistics

July 21st, 2014  
6:00 pm - 7:30 pm  
Walker Library, Calhoun Room  
2880 Hennepin Ave S

### Purpose of Meeting

The purpose of this open house was to explore potential layouts and designs for the West 29<sup>th</sup> Street Reconstruction Project. Ideas were explored using Legos to construct a desired street section and group discussions.



### Materials and Participation

Public Works and Community Planning and Economic Development opened the meeting with a PowerPoint presentation highlighting the current conditions of the roadway, an analysis of traffic counts on key blocks and a parking survey. The presentation then shifted to discussion of themes brought forth by the community from the previous open house (May 27, 2014) and Open Streets event (June 8, 2014). Following the presentation, participants were asked to take part in an exercise prioritizing programming and uses along the corridor using Legos.

The objective of the open house was to explore design layouts and to prioritize uses within the right-of-way. Participants were divided into 4 groups, composed of residents, developers and City Staff. The groups were then given a range of Lego colors and objects, to position into the scaled street section. Groups were asked to design the street they would like to see constructed. This could include roadway, parking, sidewalk, bike lane, boulevard space, open green space and vegetation in any combination they like, while keeping in mind the themes that were proposed and the street dimension constraints.

Over 20 people were present at the open house. The participants collaboratively developed four street sections and each group was given the opportunity to discuss their design and layout with the group. Following the exercise participants



were asked to complete a survey of what types of programmable activities and features they would prefer. Currently 10 surveys have been completed and collected. Please follow this link: ([https://docs.google.com/forms/d/1F7bobkgjk61A7cTmBBbHCkiLawJmQDr\\_cYxXQ2zgnMc/viewform?usp=send\\_form](https://docs.google.com/forms/d/1F7bobkgjk61A7cTmBBbHCkiLawJmQDr_cYxXQ2zgnMc/viewform?usp=send_form)) to an online survey of the questions.

## Common Themes

Four different design layouts were produced from this exercise. There was a large emphasis on prioritizing pedestrians in the space as well as green space into the overall design providing programmable areas for activities and recreational use. Another theme was the controlled access of vehicle traffic. The designs suggested that parking lanes were undesirable which resulted in its exclusion in all layouts presented, but to still have vehicle access for local traffic and food trucks. A method suggested by a couple participants to enhance pedestrian safety was to add tabling intersections and introduce meandering curblines. Additional suggestions included creating a dedicated 2-way bike lane, with an emphasis on an enhanced bike boulevard at Bryant Avenue.

Below please find the four street sections proposed:



### Group 1

- A large plaza
- Boulevard treatment on both sides of the street
- Decorative paved surface
- Shared street concept



### Group 2

- Dedicated 2 way bike lane
- Green space for recreational use
- Pedestrian area for programmed activity
- Shared street concept



### Group 3

- Car and bike shared street
- Green space on both sides of street
- No curbs or sidewalks
- Shared street concept
- Urban forest theme



### Group 4

#### Multi-section Example

- A: 2 way bikeway against greenway
- B: Plaza space for programming with vegetative barrier
- C: Green buffer against greenway, mixed bikeway hardscape and pervious paver, greenspace centrally located within right-of-way