

What we learned from community engagement

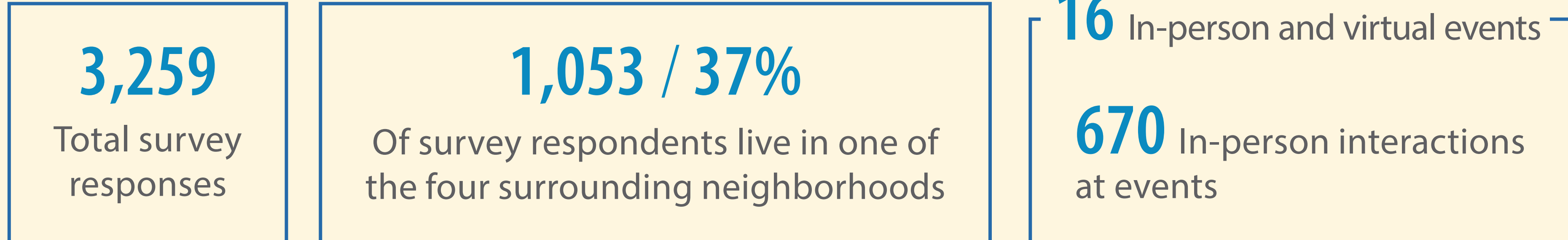
(June – August 2023)

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

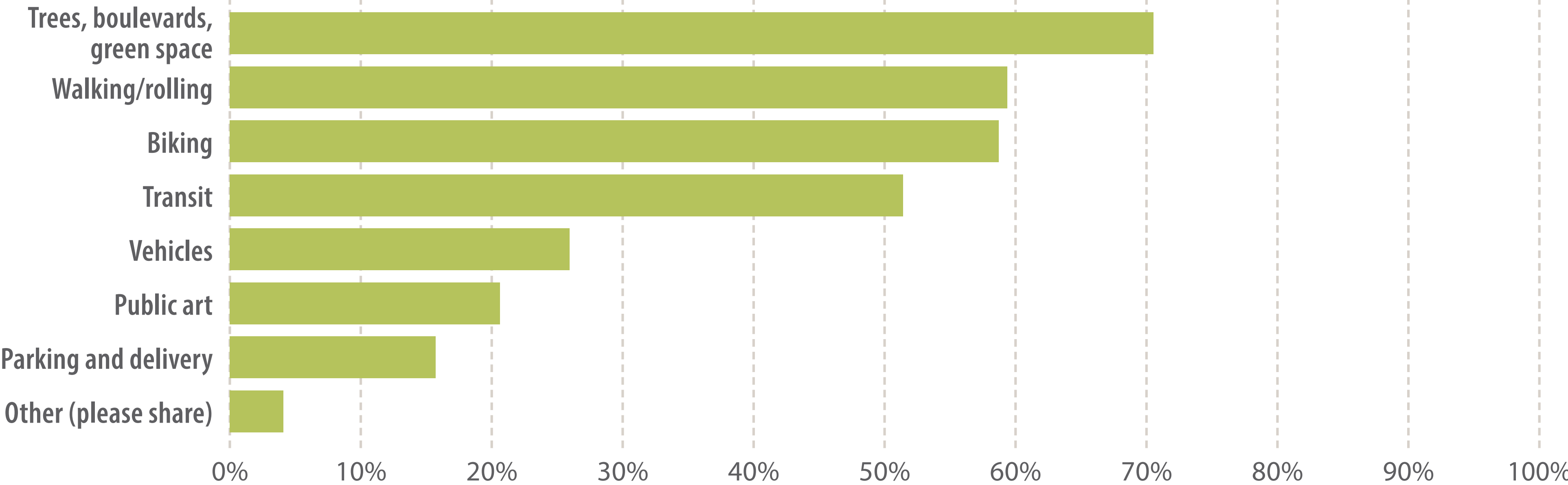
New Nicollet roadway takeaways

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

Engagement snapshot



Roadway priorities



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

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Public space key takeaways

- There is a strong desire for **community space** in the form of a park and/or community building, multiple opportunities for community interaction in a **flexible public space**, and strong interest in **green space** like trees and gardens.
- **Linear park** options were also the most popular amongst participants.

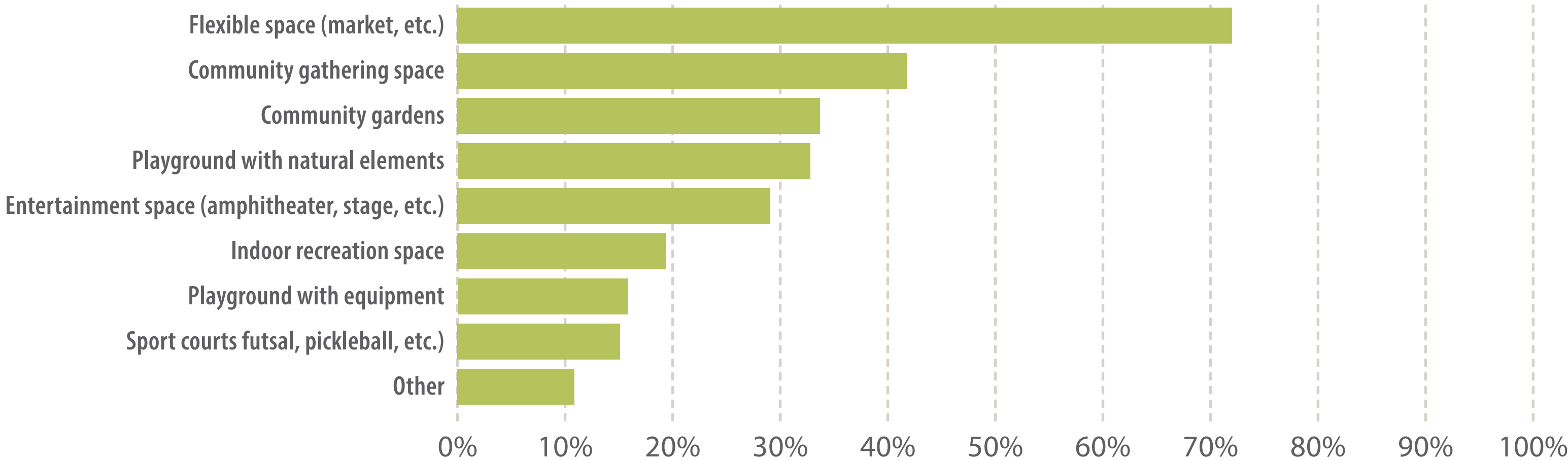
Engagement snapshot

3,259
Total survey responses

1,053 / 37%
Survey respondents living in one of the four surrounding neighborhoods

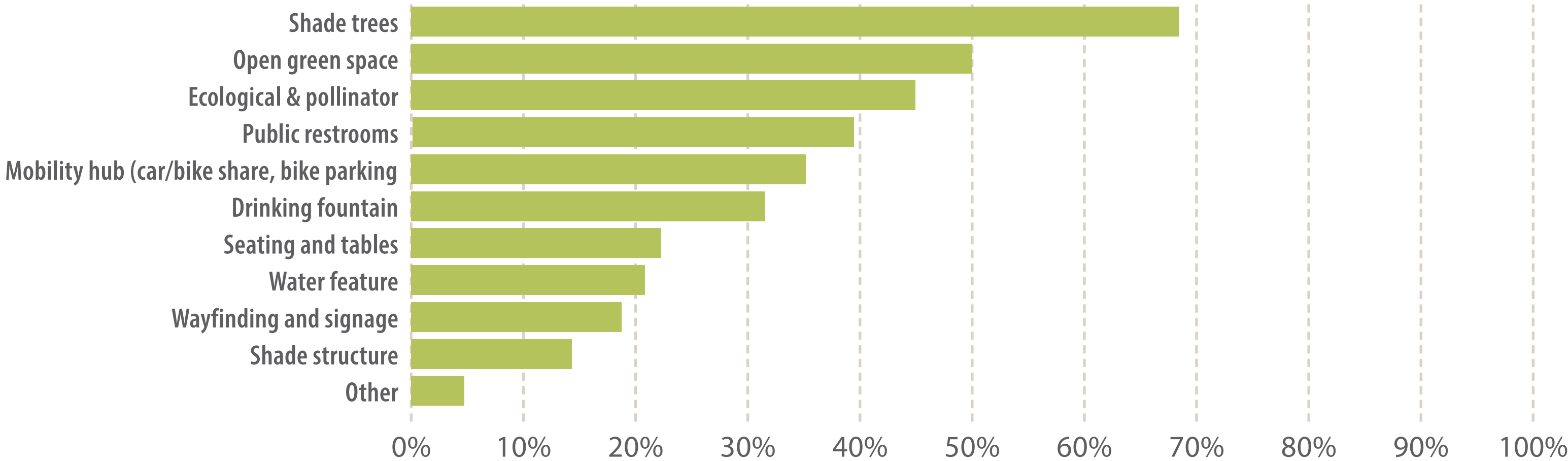
16 In-person and virtual events
670 In-person interactions at events

Activity priorities



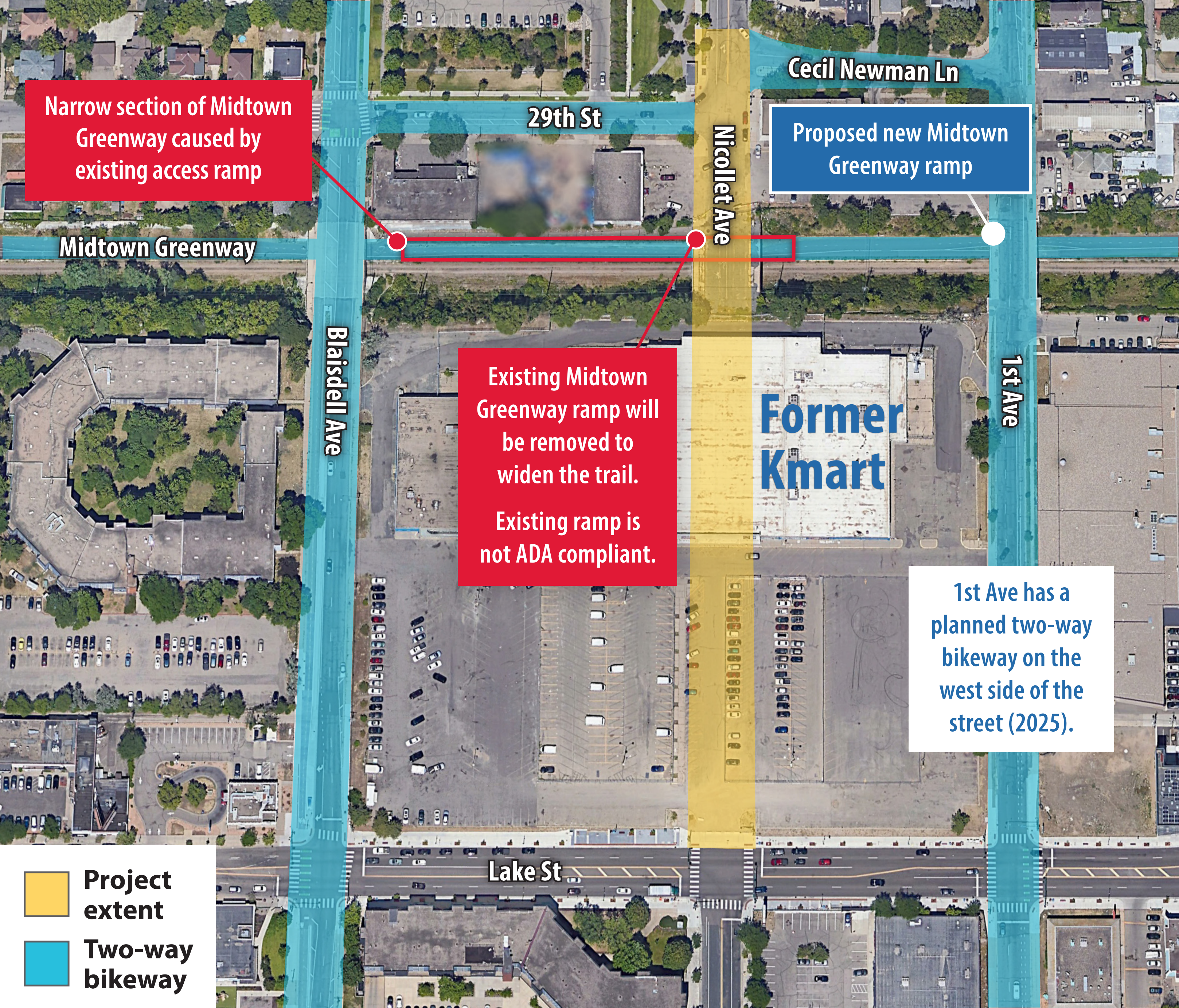
Survey respondents chose their top three priorities for activities within the potential public space(s) on the site.

Features/facilities priorities



Survey respondents chose their top three priorities for features and facilities within the potential public space(s) on the site.

Midtown Greenway Ramp is proposed to move to 1st Ave



What we heard

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

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

Pinch point on the Midtown Greenway



Total width of section: '13

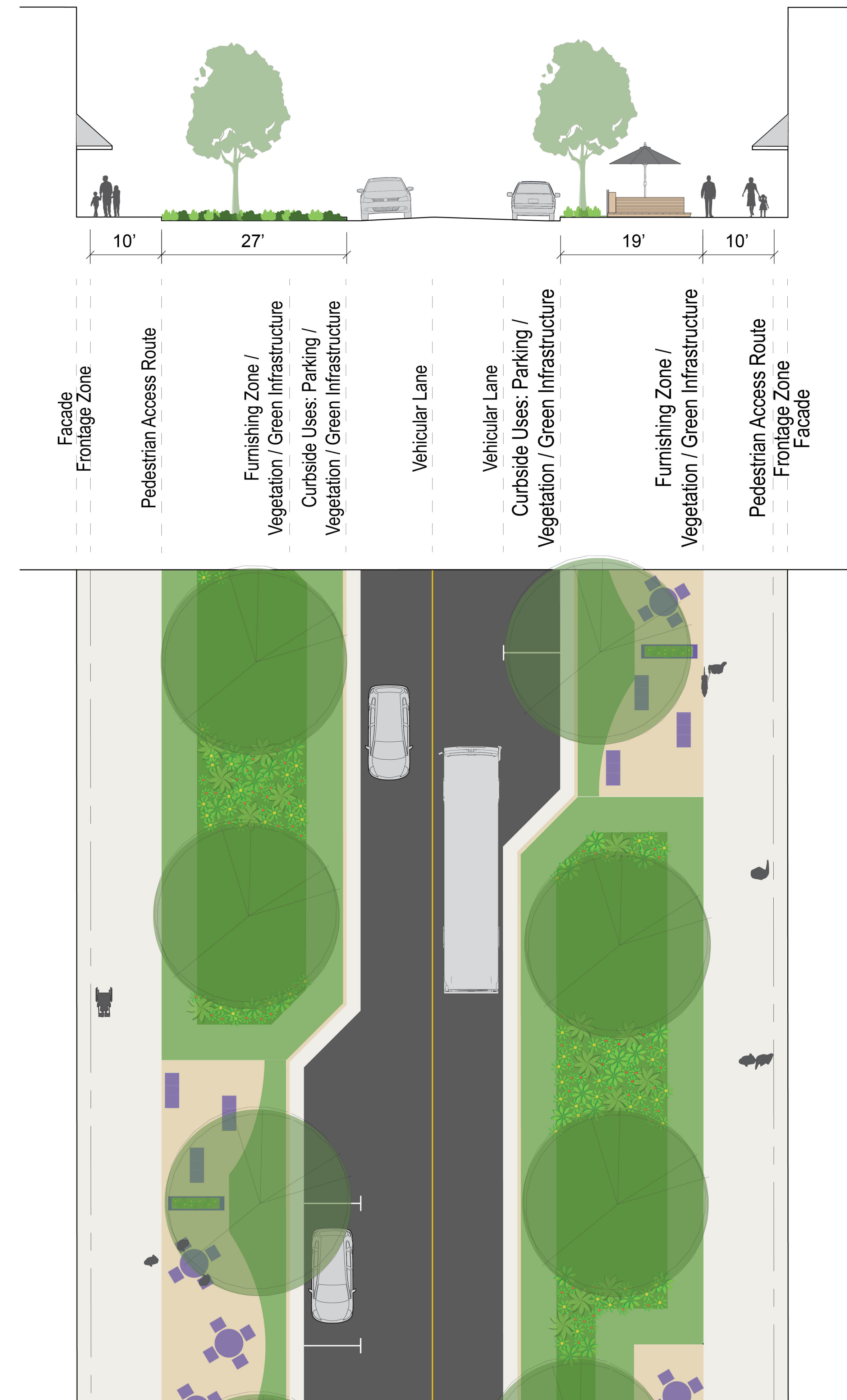
Typical Midtown Greenway width: 18' - 22'

Midtown Greenway, looking east under Nicollet Ave

Street concept 1

Key features:

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



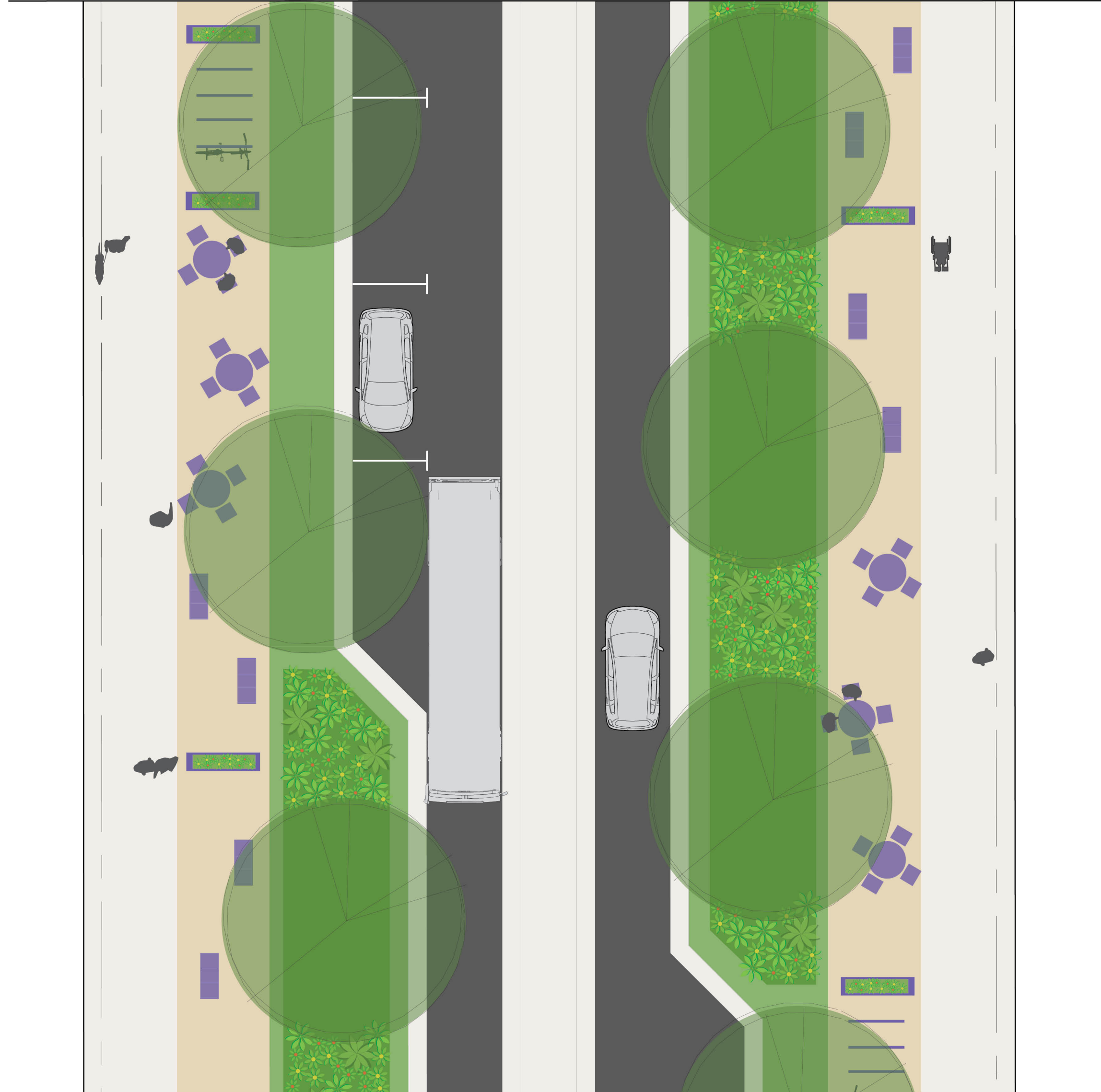
Street concept 1



Street concept 2

Key features:

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



0 5 10 20 40
Scale 1"= 10'

Street concept 2

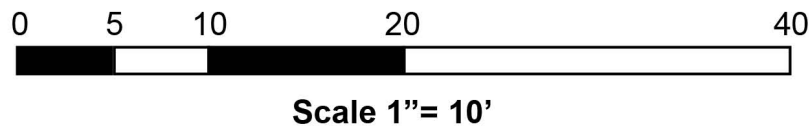
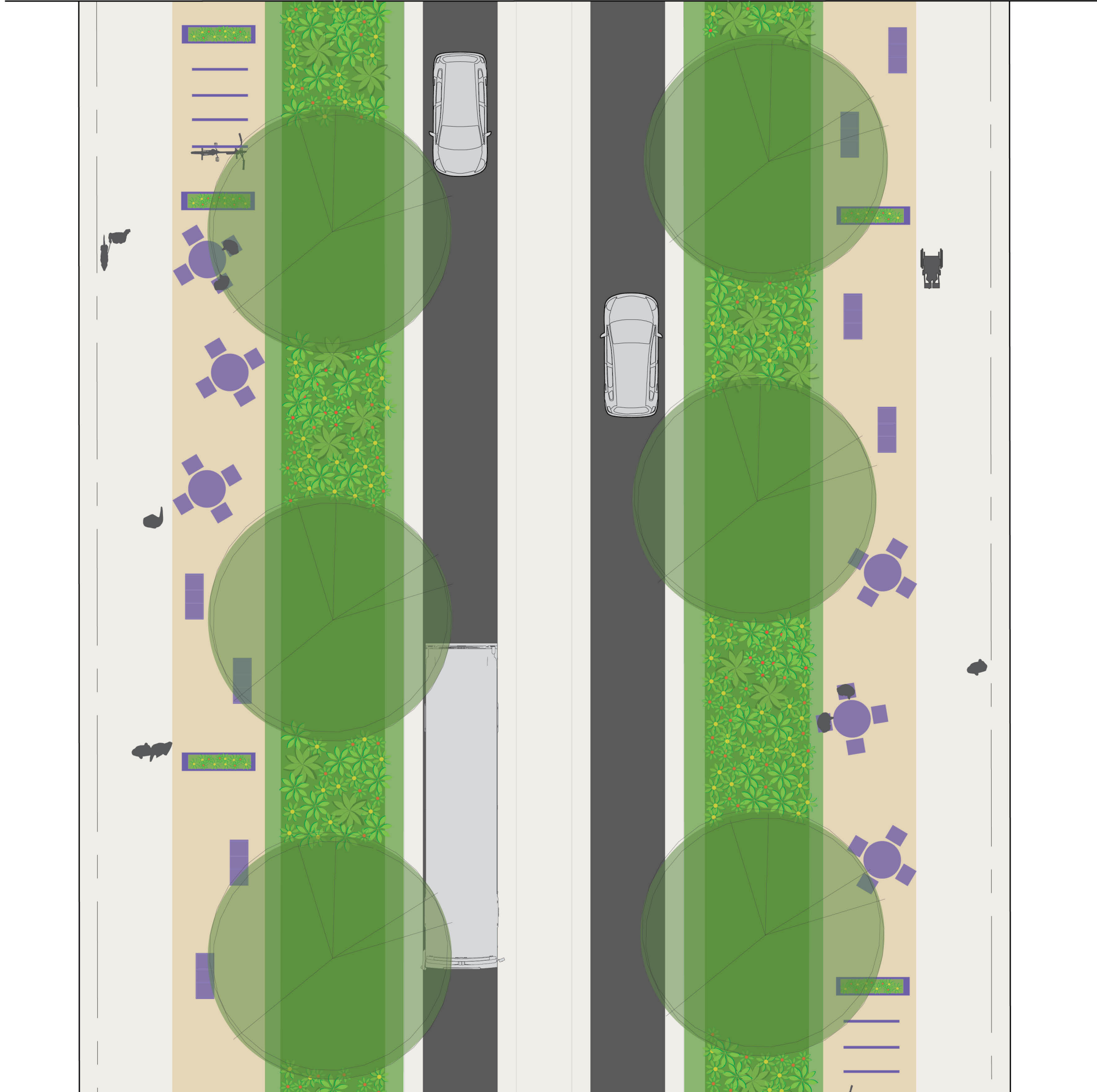
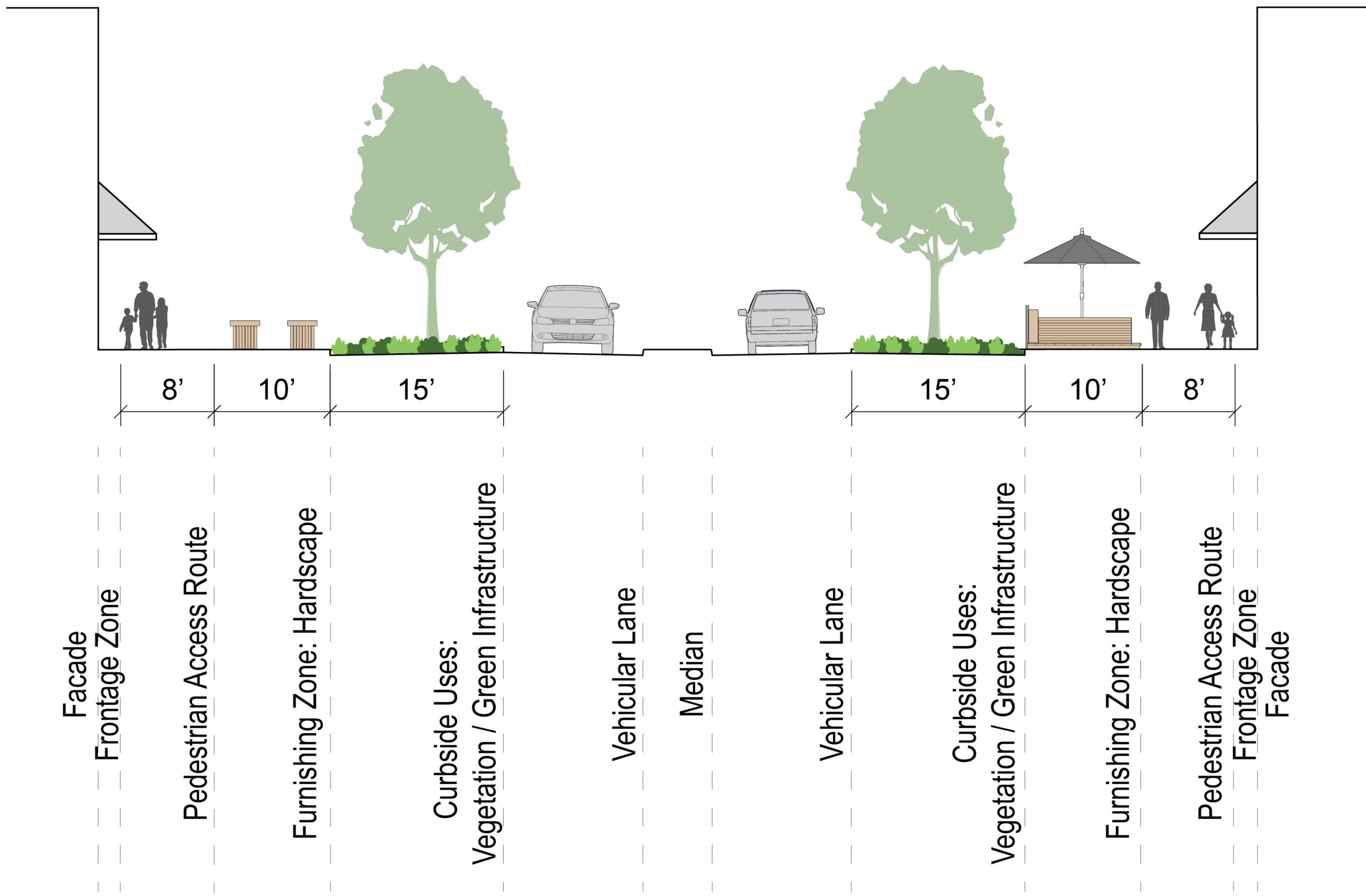


Nicollet Avenue Concept 2 – Looking South
For illustration purposes only

Street concept 3

Key features:

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



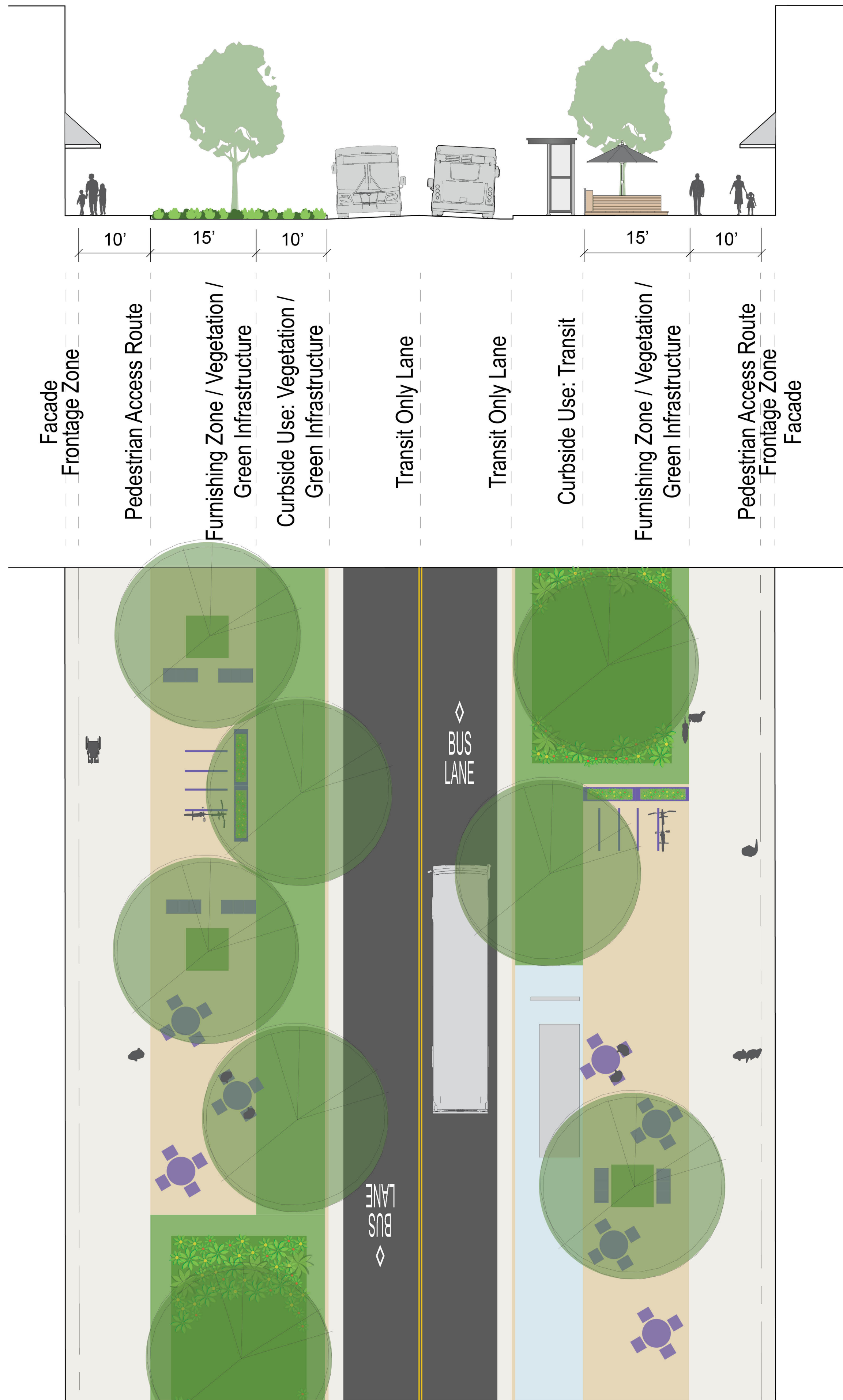
Street concept 3



Street concept 4

Key features:

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



Street concept 4



Nicollet Avenue Concept 4 – Looking South
For illustration purposes only