



Meeting Details

Virtual Public Meeting

Date: Wednesday, June 15, 2022
Time: 6:00 p.m. – 7:30 p.m.
Location: Virtual, Zoom
Attendees: 12

In-Person Pop-Up Event

Date: Saturday, June 11, 2022
Time: 11:00 a.m. – 2:00 p.m.
Location: 62nd Street and Lindbergh Boulevard
Attendees: 21 Signed-In - Not all attendees signed in or completed evaluation forms.

Outreach Purpose

To introduce the Complete Streets project and obtain community feedback on the following potential treatments:

- **Alternative 1:** Hold Curb Line Except Critical Safety Locations
- **Alternative 2:** Relocate Curb Lines Along Corridor
- **Alternative 3:** Extensively Relocate Curb Lines and Trolley Tracks

Safety

Throughout the two events, the public was most concerned about safety. They expressed concerns about drivers using Lindbergh Boulevard as a “racetrack” to Island Avenue. One person commented that drivers ignore the posted speed and often drive at 60 miles per hour (MPH) or higher. Additionally, many drivers know the timing of the signals and speed to get through every green light.

Another resident commented that the 61st Street redesign increased traffic on 65th Street, making 65th Street unsafe for children. Residents expressed that they would like sidewalks added where they are missing. In addition to the concerns about safety from traffic, there was also a general concern for personal safety. People who attended the in-person event commented about litter and the perception of crime in the neighborhood. A resident identified 62nd Street and Lindbergh Boulevard as an area where they would like to see police presence. Some feedback was for outside the Blossom at Bartram study area because of multiple pop-up locations throughout the month of June.

Intersections

During the virtual meeting, there was discussion about the stop sign located at S. 49th and Lindbergh Avenue in Alternative 3. Generally, many agreed with the proposed stop sign location as residents consider it to be a blind corner that drivers speed through (though there was concern about cyclist visibility).

Bike Lanes

During the virtual meeting there was much focus on what the bike lanes will look like in all three alternatives. Many supported protected bike lanes as a traffic calming tool. However, many were looking for clarification on where the bike lanes will end or tie into other infrastructure.

In Alternative 2, cyclists traveling west must deviate from Lindbergh Boulevard onto Elmwood Avenue to continue traveling west on Lindbergh Boulevard. This was not preferred. In Alternatives 1 and 3, cyclists can continuously travel west on Lindbergh Boulevard.



Many expressed dislike for the sections of unprotected bike lanes in Alternative 1.

Multiple attendees liked the raised bike lane but wanted to make sure the bike lanes would be clean and remain clean in the future.

The Lindbergh Boulevard and Elmwood Avenue bike lanes, between 51st and 54th Streets, are continuously blocked by cars, making it dangerous for cyclists. There was additional concern that widening the sidewalk to provide the bike lane, as shown in Alternative 2, will make it easier for cars to park on the sidewalk. In Alternative 2, a “gateway” or park space is shown at the intersections of Lindbergh Boulevard, Elmwood Avenue, and 56th Street. There was concern that drivers could drive through the park area. Many attendees asked for bollards or flex posts to restrict bad parking behavior, like parking in bike lanes and sidewalks.

In Alternative 3, turning left into Woodland Avenue from 49th Street was identified as unsafe due to the northeast corner lacking a protected intersection for bicyclists.

Road Configuration

In Alternative 1, one attendee felt that the intersection of Elmwood Avenue and Lindbergh Boulevard would be confusing for all users. Some suggested closing the 5500 and 5600 blocks of Elmwood Avenue to cars through traffic or making Elmwood Avenue one-way. Some felt that leaving the current configuration where Elmwood Avenue meets Lindbergh Boulevard would incentivize aggressive driving. One participant suggested that only trolleys be allowed to turn off from Lindbergh Boulevard onto Elmwood Avenue.

Currently, the center line of Grays Avenue does not have a barrier. As a result, cars cross into oncoming traffic to pass the trolleys. An attendee asked for hardened center lanes to prevent this.

Additional Feedback

During the virtual meeting, **Alternative 3 was the preferred alternative**. Many agreed that the Lindbergh Boulevard Complete Streets Corridor needs aggressive change. Questions from the audience included: How will snow and debris in the Alternative 2 raised bike lanes be managed? Will Transit Signal Priority (TSP) be factored into these designs? Will double parking be prevented? Has there been any consideration for curb-cut consolidation? Will any of the alternative impact trolley travel times? The topic of cleaning and safety remains crucial and prominent in conversations with the public.