Dakota Avenue bikeway meeting

Lenox Community Center

7/9/19
Public participation guidelines

- Show respect, every person is important!
- Speak for yourself, not for anybody else!
- Listen to others, then they will listen to you!
- No clapping or yelling.
- Take charge of yourself, you are responsible for you!
- After you ask a question, step back so that everyone gets a chance to speak, you will have another chance.
- Anything to add?
Agenda

- Goals and objectives
- Review process to date
- Review staff's previously recommended design
- Resident and community concerns
- Next steps
Goals and objective of meeting

To cast a wide net to get all questions and concerns
Review of process to date

- Open house 1 - 9/26/18
- Open house 2 - 10/30/18
- Open house 3 - 3/19/19
- Public hearing - 4/15/19
- Council decision 1 - 5/3/19
- Open house 4 - 7/9/19
Rules, guidance, and best practices

- Connect the Park – 2013
- Complete Streets – 2013
- Comprehensive Plan – 2018
- Climate Action Plan – 2018
- State Aid standards
- National Association of City Transportation Officials (NACTO)
Review of staff's previously recommended design
Overall project

- Pedestrian/bike trail on Edgewood Ave from Cedar Lake Rd to railroad tracks
- Pedestrian/bike bridge over railroad tracks at Dakota Park
- On-street bikeway on Dakota Ave from 26th St to Lake St
• “Share the road” bike facilities from Peter Hobart to Minnetonka Boulevard.
• Curb bump-outs at Peter Hobart, 27th, 28th, and 29th Streets
• Removal of stop sign at 26th Street and Dakota Avenue
• Move crosswalk from 26th Street south to other side of parking lot
• RRFB at Peter Hobart
Bike boxes at Minnetonka Boulevard
• Buffered bike lanes from Minnetonka Boulevard to Lake Street
• Parking restrictions on one side of Dakota Avenue
• Lateral shift at 32nd Street, parking restrictions on both sides
Curb extensions
Where do you live?

- Adjacent to the project: 38
- Within 5 blocks of the project: 53
- In one of the project's neighborhoods: 28
- Elsewhere in St. Louis Park: 55
- Outside of St. Louis Park: 8
How did you get to the meeting?

- N/A (Online): 92
- Walk/Roll: 8
- Bike: 8
- Public transit: 0
- Vehicle (driver): 35
- Vehicle (passenger): 10
- Other: 10
We have heard the following concerns

- Desire to keep on-street parking
- Design suggestions submitted by residents
- Vehicles traveling too fast on Dakota Avenue
- Lack of bicycle safety with on-road facilities
- Concern with pedestrian safety to cross streets
- Street is too busy for bikes with school traffic and activities
What additional items need to be added to the list of concerns?

- I am concerned that we risk not providing safe passage to all modes of transportation in use in our community.
- My neighbor has renters and has at least 5 cars at his house. Now I can’t even park in front of my house, imagine if we eliminate parking.
- Crosswalk by high school is a challenge to see people with cars parked on either side of it.
- Need flashing signs on Dakota if speed limit exceeded like on Texas.
- I’m concerned about the crosswalk by the high school. It is very dangerous and needs flashing lights like those planned for Peter Hobart.
- How will customers directly, safely, & comfortably bike to my business? How will my delivery bikes deliver safely?
- I’m all for regular bike lanes, but the elimination of parking is a concern. High school events, increased parking needs for lake street businesses, increased parking/traffic needs for walker lake are all reasons to not eliminate parking.
- There is currently confusion, by both drivers and riders, due to different rules that apply to TRAIL crossings (mid-block vs corner). Please avoid this on Dakota (retain pkg) by treating south of Mtka the same as plans for north.
- If the configuration remains as-is, which side of Dakota that has parking should be revisited. It’s very difficult to see bicyclists around a line of parked cars for homes w dakota driveways turning onto Dakota. Like 3129 Dakota.
What additional items need to be added to the list of concerns?

- I would like to keep our front boulevard gardens.
- The ability to revert the streets to automotive traffic during the winter months.
- Access to and obstruction of single entrance alley by displaced parking and service trucks.
- Cost to city of providing free paved areas for vehicle storage.
- Add sidewalks on the cross streets please.
- We still need plenty of room for cars on the road. For much of the year it's too cold to bike.
- Right turns (especially on red) and auto pass thru at Minnetonka. What will the signage/striping/expectations be? People already pass on right to go around left turners which is dangerous and illegal.
- Loss of parking in front of my home is my main concern. Hoping to find solution to add bike lanes, but not take away street parking. Concerned about decreased property values if there is no parking. Consider plans provided by Dakota residents.
- Absence of alternatives that retain current parking ability. Need for more parking for commercial area at Minnetonka Blvd and the high school for school events that do not use Dakota Ave.
What additional items need to be added to the list of concerns?

- Getting drivers and bicyclists to stop for stop signs and stop lights.
- Listening to neighborhoods, not just deciding already without input.
- Unsafe for bike users
- City refuses to seriously consider routes that have less adverse impact than Dakota and Wooddale; City has no data showing bikeways on busy streets are preferred by cyclists over bikeways on quieter streets even if less direct.
- I run my business from my home and have clients regularly come to my home. Including kids with physical disabilities... I’m very concerned about losing parking and it negatively impacting my business.
- Parking. Willing to give up my space between sidewalk and street to keep it.
- Wooddale Avenue concerns. No one follows the stop sign at 42 and Wooddale. Too busy. High risk 40 mile an hour traffic. My parked car has been rear-ended parked exactly where you are proposing the bike path. Curve is blind to drivers.
- Need separation between bikes/cars on Dakota Ave, traffic calming on Dakota Ave
- Desire to keep on-street parking
What additional items need to be added to the list of concerns?

- No consideration for parking spots, safety of bikers, pedestrians and vehicles.
- Specific need for a crosswalk or 3-way stop sign somewhere on Dakota between Minnetonka Boulevard and the high school.
- Most importantly we need the parking on Dakota. Would ask you to look at alternative streets. As discussed Dakota is a dangerous street with excessive speed and traffic.
- Public education & signage on using sharrows. Lead timing for the lights at Mtka Blvd and at Lake Winter maintenance. Signage at Edgewood intersections about trail crossing. Trail priority along Edgewood (cars must stop, bikes don’t have to).
- Safe non-crosswalk winter crossing for residents to cars parked across the street. Sidewalk access plowing/excess snow management.
- How would Traffic flow past Peter Hobart be affected with stop sign removal at 26th/Dakota?
- How many bikers will this actually service? Seems like a lot of work is being put towards appeasing a small minority. I live and own a business in the area, and I rarely see people biking on the streets. The loss of on-street parking is alarming.
- The Wooddale bridge to Brunswick to Colorado to Minnetonka Blvd. connects SWLRT with the Metro Bus. The Metro also picks up your bike. Not sure if the SWLRT will do the same but bike racks could be provided. Much safer and more enjoyable bike ride!
What additional items need to be added to the list of concerns?

- Concerns expressed seem to be adequate. Concerned that the local (few) residents will block a city-wide bike/walk connection.
- Visual appeal, ongoing maintenance (who’s responsible), timing of changes with all of the other impacts to our roads/trails.
- Dakota is already considerably busy with activity in the park, school and need for added parking on Dakota, addition of the bike lane to this road is too much activity. Suggest routing this to another street to divert the congestion.
- Impacted residents brought forth the issues.
- Traffic 2 fast. And 2 busy on Dakota no one monitors it. High school students walking to school, people walking home from work, pizza traffic and others parking in the street. Wouldn’t make more sense to put it one block down? Or reduce speed 25 mph.
- In my opinion, after listening to the banter, too many people do not use their garages and rely on street parking for their vehicles. They either out grew their house and need to move or have too many vehicles.
- None. Looks reasonable.
- Bicycle safety should be a high concern.
- Safe routes to school (kids on bikes). Confusion about parking vs bike lanes.
What additional items need to be added to the list of concerns?

- **no others than the ones previously mentioned**
- **I can’t vote without putting something in this box? Fine. Here is something**
- **Safe access to trails from neighboring hoods like Elliot.**
- **We are very concerned about losing 50-100% of our on street parking. We feel that the car counts that were done are not accurate for the highly varied business parking as well as high school and renter parking. Dakota is regularly full of cars.**
- **I have emailed my thoughts and options to the city**
- **Please just make ALL of Dakota a bicycle boulevard, like the north of Minnetonka part.**
- **Shared bikeways that deviate from Dakota will require cyclists to cross Dakota at multiple points and would also require a non-signalized crossing at Minnetonka. Both seem dangerous for inexperienced cyclists.**
- **Tree plantings and overall neighborhood feel for adjacent residents.**
- **I live by the middle school, but I work at Central and my kids will start HS in two years. I’m thrilled that we will be able to bike safely to work and school.**
What additional items need to be added to the list of concerns?

- High volume of traffic, and speeding. When I'm out working in my yard I have asked those biking on the sidewalk with kids if they would let their kids use a bike lane on Dakota, and all have said no that it's not safe.

- Waiting long time for the bridge over the tracks to get from Edgewood to bike path and playground.

- Reviewing survey via MentiMeter for professional reasons / not officially commenting --

- Property owners directly impacted deserve to protect their home investments. The plan chosen should least effect them. Biking can be done in this stretch without great loss of home values to these homeowners. Put simply.. be fair.

- No concerns. As a biker very happy about this. Also think it will help pedestrian safety crossing Dakota (High school kids in our neighborhood have to walk.)

- How to get automobile drivers to share the road.

- N/A

- Is this a bus route? Need this connection now!
What additional items need to be added to the list of concerns?

- Lack of boulevard trees.
- Nimby's unaware they are nimby's
- Security issues with the school and park nearby.
- Review 30 mph speed limit - still safe?
- Same as listed
- Need to move cars not bicycles through the city as you gravitate to more density in St Louis Park.
- Current list seems thorough

will it really be safe for bicycles? street parking is dangerous as it is... why not eliminate all street parking?

none
What additional items need to be added to the list of concerns?

- **Bike path taking away parking - renters have 5 cars/house. Already have to fight for the space in front of your house. Parkway pizza patrons take up blocks of parking on trivia night, etc.**

- **Decreased property value along Dakota Avenue with removal of street parking.**

- **Environment / wildlife consideration. Many small animals, bugs, etc live in the areas that will be affected. Among the loss of many trees, I am hope there is an earnest to replace the greenery and provide a environmental friendly solution.**

- **I live in the area where parking would be restricted on both sides. I just bought this house and would not have bought it if I knew there wouldn’t be street parking. Please let us keep our parking, it really means a lot to us. Thank you.**

- **Seasonal bike line will get minimal usage throughout the year. People need access to the front of their homes. If we had known we were not going to be able to park in front of our home or on 31 & 32 Streets, we would NOT have bought this house.**

- **The NEED for a bike lane at all.**

- **None**

- **Alternatives that are FAR less radical and disruptive. Drastic reduction of parking that pose severe safety hazards to homeowners and the elderly. Complications resulting from snow putting homeowners at risk from extreme lack of parking options.**
What is your number one concern for Dakota Avenue?

- Preserving on-street parking: 47
- Pedestrian safety/crossing: 17
- Vehicle speeds: 17
- Bike safety: 37
- Preserving trees/green space: 7
- Driving enforcement: 4
- Parking enforcement: 1
- Maintenance: 1
- Other: 4
How do you want the city to prioritize your concerns?

1st: Pedestrian safety/crossing
2nd: Bike safety
3rd: Vehicle speeds
4th: Preserving on-street parking
5th: Preserving trees/green space
6th: Driving enforcement
7th: Maintenance
8th: Parking enforcement
9th: Other
Additional questions?
Next steps