

# Lyndale Avenue South reconstruction

## Phase 3 engagement summary October – December 2024

This overview summarizes the third of four engagement phases and the public's input on reconstruction of Lyndale Avenue South. In phase 3, we introduced three design options for the community to review and provide feedback.



## How we heard from you

We interacted with the community in a variety of ways, both in-person and virtually, in order to get as much feedback as possible.

 neighborhood meetings

 business meetings

 engagement portal visits

 emails

**21,900+**  
points  
of contact

 project website visits

 events

 mailings

 phone calls

# What you shared with us

After compiling all your feedback, these themes rose to the top.



## Calms traffic and increases safety for people walking

Many commented that they liked design features that improve safety for people walking and calm traffic, while some would like the road to stay as it is now. People said they want shorter crossing distances, better lighting, wider sidewalks, and center medians to improve safety.



## Balance green space and usability

People continue to support keeping trees and well-maintained green spaces. Some are concerned about the amount of space dedicated to green boulevards in the Lyn/Lake area and would like to see more opportunities for outdoor patio space in this area.



## Minimize impacts to businesses

Businesses continue to be concerned about potential impacts from construction, on-street parking reductions, and access for deliveries.



## Parking

Feedback on parking continues to be mixed. Many people stressed the importance of parking for small businesses while others would like to see less, or no parking included in the final design.



## Increase transit speeds and reliability

There is support for including transit advantages and a transit lane north of 24th Street in the final design, but some felt that it should be extended throughout the project area and on both sides of the street. Others felt that a transit lane should not be included in the design.



## Bike lanes

Some people support the inclusion of dedicated bike lanes in the final design. They emphasize the need for safe, well-integrated biking infrastructure that is separate from motor vehicle traffic.



## Improve traffic congestion

Some people said they are concerned about traffic congestion and backups on Lyndale, and some are worried that proposed changes will increase cut-through traffic on nearby neighborhood streets.