

Minnehaha-Hiawatha Community Works NEWSLETTER



Hennepin County Housing, Community Works, & Transit

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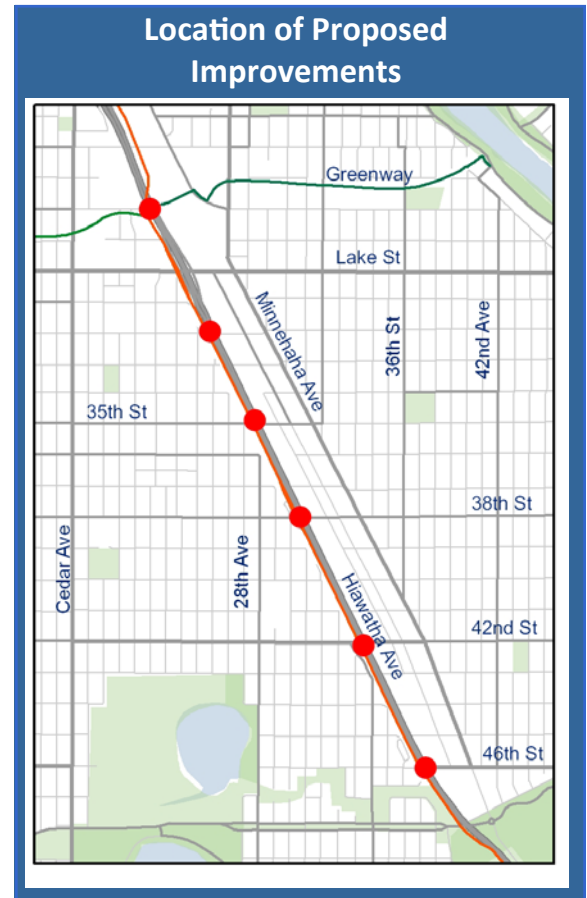
Pedestrian and Bike Improvements Proposed for Hiawatha Avenue Intersections

For the past year, Hennepin County has been working with Metro Transit, Minneapolis, and the Minnesota Department of Transportation to look at ways to improve the street crossing environment at six intersections along Hiawatha Avenue:

- 28th Street
- 32nd Street
- 35th Street
- 38th Street
- 42nd Street
- 46th Street

This group identified a series of improvements that should make it easier and more comfortable for walkers and bikers to cross Hiawatha Avenue at these intersections.

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CARE Project Prioritizes Environmental Health Risks

The Hiawatha CARE Project is a community collaboration to identify, rank, and ultimately address environmental health risks in East Phillips and western Longfellow.



In summer and fall 2012, the CARE project team talked to hundreds of community members about the risks they face. Each person rated 20 issues according to their impacts on the community's environment and health. Five issues stood out as high priorities:

- Air pollution and vehicle emissions
- Asthma
- Clean water
- Economic instability
- Nutrition and obesity

In addition, addressing health disparities and environmental sustainability rated highly as guiding principles for this work.



What's Next?

The CARE project team will be working with community members to figure out what we can do together to reduce the impacts of these risks. The team will look at existing resources and explore other approaches to deal with these risks. They will be meeting through the spring to come up with an Action Plan for the project.

Here's your chance to get involved! If you are interested in working on one or more of these issues, contact us at the email address or phone number listed on the back.

Website: www.minnehaha-hiawatha.com/care

Interpretive Plan Developed for Corridor

The Minnehaha-Hiawatha corridor has a rich history. During our conversations with community members, they indicated a strong interest in honoring the history of the area through the MHCW project.

Hennepin County has been working with consultants Landscape Research to collect information and evaluate resources on the early history of the project area, including developing an Interpretive Plan for the corridor area.

This Plan identifies interpretive themes, potential locations for interpretation, and materials / modes for interpretation. They recommend six historic themes for use in interpretation throughout the corridor area:

- The Bungalow: the Minnehaha-Hiawatha Corridor and Beyond
- Grain Storage / Milling / Industrial History
- Native American Landscape and Pioneer Euro-American Farming
- Snelling Avenue and the Early African-American Community
- The Streetcar and Minnehaha Avenue
- Transportation and Railroad History

The county will be working with community partners to identify resources and opportunities to install interpretive materials throughout the corridor area.

Website: www.minnehaha-hiawatha.com/



E 36th & Minnehaha Ave - 1910 (MN Historical Society)



Fire Station #24 (1907), 4501 Hiawatha Avenue, 1936



Atkinson Mill and Elevator - 1939

Pedestrian and Bike Improvements...continued

Open houses and other community meetings throughout 2012 gave community members a chance to ask questions and comment on the recommendations.

The project team will continue working with project partners to secure funding for the improvements. Pending funding and design approvals, the project could begin construction in late summer. Layouts and other information are available on the project website.

Website: www.minnehaha-hiawatha.com/crossings

Intersection Improvements Could Include:

- Adding curb extensions at corners to reduce the crossing distance across Hiawatha Ave and reduce traffic speeds
- Making the crosswalks wider and more visible
- Incorporating new ADA design standards
- Providing more time for people to cross Hiawatha Ave.
- Adding wider medians to provide safer resting places for people who cannot make it across the entire intersection in one signal cycle