

DRAFT

SUMMARY OF MAP COMMENTS

Public Workshops #2

April-May 2006

Access Minneapolis Workshop #2: Downtown Minneapolis

St. Olaf Catholic Church

April 19, 2006

Public Comments

Table 1: Sidewalks, Pedestrians and Bicycle Access

Sidewalks

- Are you concerned about areas where there may be adequate sidewalk but people are using them wrong?
- What about sidewalk cafes?
- More entrances off of North Hennepin would be nice.
- Wheelchair lifts after trains aren't working. Need better directions on how else to access skyway/sidewalk if the lift is broken.
- Any plan for crossing treatments or curb relief for handicapped people and blind individuals?
- Is there any synchronization of lights, for example on Marquette, so that if a bus stops the lights turn red?
- Gap: North-south pedestrian crossings over Washington Avenue east of 3rd Avenue to 35W
- Impossible pedestrian crossing opportunities across 5th Street between 11th Avenue and Carew- no easy access to LRT station.
- Pedestrian connection is weak across 4th and 5th Avenues (Hwy. 65 ramps)
- Portland between 9th and 10th on the north and west side sidewalk has many destinations, and is not accessible.
- 15th Street east sidewalks get snow plowed onto them, especially between Portland and Park Avenues
- Gap: 5th Avenue North/South
- Gap: 11th and Grant
- You have to go to Portland to continue north without running through traffic
- 15th Street west of the freeway has no printed crosswalk. East-west pedestrian traffic rarely gets yielded to by high-volume westward traffic.
- Passengers disembarking from LRT cross against "don't walk" light.
- Pedestrian wait times are too long. Short cross cycle and long traffic cycle.
- Nicollet Avenue bridge lacks sufficient buffer between pedestrians and traffic on freeway below

- 15th Street gaps: narrow sidewalks (especially near Spruce); no cross walks to Loring Park between Hennepin and Willow; overhead utility lines inappropriate for park frontage.
- Gap: Tweeters (sound) and raised pads for blind/sight-impaired individuals to aid in crossing streets.
- Gap: signage from street to skyway.
- Poor lighting on LaSalle Avenue.
- Pedestrian crossing at Hennepin/Lyndale is scare. Pedestrian bridge does not replace need for safe, comfortable on-grade crossing.
- Disincentive to drivers who block intersections and crosswalks because cars stop in box. Fines to drivers who block.
- Gap: wheelchair accessibility signage near Bakers Square, Quebec 6
- Bus stops after the light instead of at the right turn lane before the light.
- Pedestrian crossing needed from west side of freeway entrance to Triangle Park.
- Back door on buses: People want to exit on front because when you exit in back you have to yell "back door please" because it doesn't unlock and you miss your stop. Maybe have an automatic unlock on back so people of all language ability and experience riding can exit without feeling like they can't exit.
- Biking is scary when you are trying to cross the freeway and are accidentally on a freeway-like road (4th)

Bicycle Access

- Where would a bike lane go if a road had two bus lanes?
- I would like another two-way bike lane on either Marquette or 2nd.
- Eliminate left turns between 11th and 3rd on Hennepin and put a bike lane down the middle.
- It seems there is a disconnect going east to west on the south side of downtown if you don't want to go through downtown.
- Gap- connection going west on Cedar Lake Trail. If there were a connection with Kenwood Parkway it would be a better connection to downtown.
- Commuter bicyclists need to have separate areas so that they can go faster.
- Storm sewer catch basin grates are dangerous for bikes when the grate lines run the same way as a bicycle's wheels- it would be safer for them to run the opposite way. There's no way to put the cover the same was as traffic flow.
- Penn avenue north bike path from 44th Avenue North to France and Lake- needs a commuter bike path.
- Will there be key areas for bicycle parking tied to the path or bike lanes?
- Continue to the park in Elliot Park
- East-west Portland to LaSalle bike route/lanes- suggest 14th or 15th street, maybe 18th?
- Gap- angles at Portland and Park
- Park Avenue at 9th Street- bike lane conflicts with left turn lanes.
- Gap: south side of downtown connection, and east-west connection is weak.
- Gap- 17th Street East, Portland to 11th Avenue, and along the north side of 94- need bike lane or separate trail.

- Gap: connection from Five Corners. Need better signage on Washington Avenue SE bridge.
- Thank you for keeping bikes a priority and asking for our input.
- Gap: Lake of the Isles - Kenwood Parkway- Loring bike link through Kenwood Park.
- Consider from Midtown Greenway south on Hiawatha. Crossing Lake and Hiawatha is scary! Any possible way to have a bike lane next to LRT over cars at Lake and Hiawatha?
- Conflict with buses and bicycles at the intersection of Hennepin and Washington Avenue (northbound buses on Hennepin turning north/west on Washington).
- If buses go on Marquette, bike lanes on 2nd.
- Above the Falls Master Plan. Broadway area sidewalks should be planned according to new Plan.
- Commuter and recreational bikeways should be separated because the needs are different.
- Eliminate LT on Hennepin Avenue from 11th to 3rd.
- Encourage bus passengers who are able to exit by the rear bus door.
- West 25th Street and East Lake of the Isles Boulevard does not have curb cut to bike path (other intersections have cuts)
- Hennepin/Lyndale- can the cycle speed up so not so long for a cycle?

Table 2: Street Classification

- Why is the freeway system not classified? It carries express buses but seems to be ignored.
- I think the freeway needs to be included- it is a beast through the city and needs to be integrated. It's a huge part of traffic in the city.
- East-west to Hiawatha, to Washington- major entrances and exits not indicated. What differentiates access?
- 10th is a one way, then a two way, then a one way. This is confusing as it comes from the freeway. It is a dysfunctional street with dense neighborhood development.
- Will this plan create less parking space?
- Is there an attempt within the grid for a new east-west major pedestrian system, like Nicollet Mall, to the Metrodome or to the University of Minnesota?
- Park and Portland, 8th to the Freeway, Grand and Park- these would be nice to have a more pedestrian environment.
- There is no green there, it is all asphalt.
- Elliot Park: there's no way for an east-west street to be pedestrian. 5th street is almost pedestrian, with LRT route.
- Widen Elliot Park sidewalks, provide street furniture, make citizens feel like they belong.
- 5th Avenue is a potential pedestrian corridor as it goes to the Dome.
- The City Council needs to adopt a plan for that, looking at the interaction. The sidewalks should be 12-15 feet.
- The area has tons of residential development.
- In the downtown zone, limit stops before neighborhoods.
- Would like the downtown zone to end at 10th Avenue North.

- Residential development makes it very difficult to classify areas like the North Loop or Elliot Park as an activity center, as most activity is residential.
- Loring Park blocks are residential but it's a major activity center.
- Dome and new stadium completely defies classification.
- Dome has greatest negative impact on Elliot Park. With the Dome gone, that area will be an activity center.
- Elliot Park and Loring Park have a wide variety of elements and are difficult to classify. They have areas similar to the Central area, with similar characteristics and concerns.
- Growth centers in Minneapolis: downtown, U of M, Chicago-Lake.
- Lakes area should be designated as a different place type.
- The Guthrie, Museum, cultural centers- are they another type of activity center?
- Transit-oriented changes around the stadium are important.
- Need a bus down the length of Washington Avenue- there is none now.
- No parking on red streets (2-way with flow transit line segment).

Table 3: Transit Issues

Primary Transit Network Map

- The alternative to stop buses on Nicollet Mall would be bad for blind people. They need traffic flow to know what is going on.
- Bottineau Boulevard BRT: is the route classified?
- Don't see support for bus transit in the North. Concern is it's being left off of the Plan.
- Is 38th Street a primary network- good if it is.
- 18 hours a day /7 days/15 minutes- we have a long way to go to reach that service goal.
- Does the shuttle breakup buses?

Alternatives: Shuttle Option

- Expensive option
- Marquette as a transit street?
- On North end did you consider an intercept by Hiawatha?

Alternatives: Hybrid Technology Bus Alternative

- Concerned about hybrid buses because they are quieter and blind people can't find them. External audio would help blind people.
- Constant noise would be needed.
- Does North transfer station need to be built?
- On Marquette and Second, is it a skip/stop service?
- How does the street car study fit in?
- Concern about hybrids in that it takes so many years to implement and the technology will go out of date.
- Do we have a cost comparison between the shuttle option and the hybrid option?
- MVTA has hybrid buses on order.

- Circulator bus plans didn't get implemented along with LRT. Legislature put brakes on that. How do the options compare to the level of service of the circulator?
- Need enough traffic flow so we can be safe.
- Concerned about no buses on Nicollet.
- Parking restrictions?
- Please define hybrid technology.

Alternative: Local Buses on Marquette

- Nicollet was meant to be only walking when shopping was boosted in the 1960s.
- Blind/concerned about not traffic.
- How will 8th and 4th work?
- #3 bus and #61 bus- concerned about...
- Why can't we have hybrids on this option?
- Need to consider transit amenities for all options.

Access Minneapolis Workshop #2: Southeast

Communication Workers of America Hall

April 20, 2006

Public Comments

Table 1

Primary Transitways Network

- I think the one-way sections of 26th and 28th streets are commuter streets. I use them when I don't want to get stuck on I-94.
- Anytime you transfer, it is a negative. People don't want to transfer- they want a one-stop trip.
- When the weather is bad, it's bad to transfer.
- Important to be let off near the skyway.
- Interception model is OK.
- Speed is the biggest issue, not the frequency. Stoplights slow things down.
- Buses can make more trips with better efficiency.
- Fitting signals to change for buses would help speed.

Sidewalks

- Hiawatha Avenue and Minnehaha are like urban freeways- you take your life in your hands crossing the streets. They are difficult to cross.
- This is also a problem for bicyclists- highway speeds are dangerous for all.
- Lake and Hiawatha is difficult to cross. The intersection is hard for all modes of transportation.

- Bus shelters are very close to the streets, slush from the buses sloshes up on pedestrians while walking to the stops. Lower the bus shelter walls to prevent slush- it will make them easier to use.
- Pedestrians crossing at Lake and Hiawatha. Long crosses for limited time (elderly people, pedestrians, bikes, buses- hard to cross).
- Industrial sites in the city often break the grid and/or feel unsafe and dirty to walk through.
- Facilitate cross-Hiawatha crossing, as many don't exist. Consider overpasses or pedestrian subways.
- Hiawatha/Lake - no sidewalk access, too close to high-speed traffic (smell, noise, danger)
- Lake Street LRT station- connection to eastbound buses on Lake Street is poorly lit, not well-defined and there is always tons of bird-shit everywhere. It is unsafe, gross, and a bit hazardous.

Bicycle Access

- It is very difficult to find the entrance for the Midtown Greenway- there's no signage.
- Bike lanes are always put on high traffic, high-speed streets. It feels unsafe- preferable to go against traffic.
- Diamond lane could be used for buses or other vehicles using the bus lane for passing (Hennepin Avenue).
- Concrete barrier would help for a sense of physical separation.
- Another small curb would be good to separate bus lanes.
- Gap: from Minnehaha to lakes, from Minnehaha to parks (greenway). It's unsafe- there's a crazy area.
- Lake Street train station has poor light and shadows- it doesn't feel safe to walk. There's no designated walking corridor- the area isn't kept up.
- No drop off at the station.
- Only one connection into Richfield.
- Does a yellow diamond give you right of way? Cars don't stop. This needs to be enforced.
- Signs that say "cars yield to bicyclists" would help.
- What south Minneapolis bicyclists are missing is a pleasant north-south route right in the center- between Cedar and 35W. Something with little traffic.
- Signage for cyclists to get from Hiawatha to Midtown Greenway- no signage!
- No signage to Greenway from Hiawatha to Greenway because there is no real safe route.
- Bike Crossing signs at 26th and LRT are not visible to most auto traffic. Also it is unclear if that gives right-of-way to bikes.
- Connection from Greenway to Hiawatha South and Minnehaha south. Ideal to bike from Minnehaha Park to Uptown via Minnehaha and Greenway on all bike routes- connect bike paths from Minnehaha to Greenway and that will allow bikes to avoid the crazy Lake and Hiawatha intersection. Another option could be to put a bike path that runs along the LRT bridge- then bikes can go over Lake and Hiawatha.

- The LRT path is cleared of snow early- that is very helpful to the year-round bike commuter.
- Physical barriers between bike and bus lanes from regular street lanes - especially in two-way scenarios.
- Separating bikes from traffic feels much safer than painted lines.
- Prefer physical separation between bikes and cars.
- Need bike route extensions into Richfield and Bloomington.
- Bike lanes should be on low-traffic streets, not large streets. If there is lack of space then one-sided parking would be great. I ride side streets because I feel safer.
- Cedar-Riverside is extremely pedestrian and bicycle un-friendly. Right turns are especially treacherous.

Streets and Place Types

- Lake Street - 28th Street goes east. Make 31st go west. Lake Street = pedestrian friendly. (Lots of elderly housing complexes on the Lake) and pedestrian friendly as a commitment to small, independent businesses. If people are walking to/from LRT they are more likely to stop and shop. In a car there's trouble stopping because there's no parking. Lake Street traffic now is stopped and buses 21 and 53 are overcrowded all of the time. Please put in LRT along Lake!
- 35th Street is a great midpoint between Lake and 38th street and further west is one-way commuter road. With this upgraded classification we could see buses on 35th Street (now there are none), great to connect to Powderhorn Park and 35W. Put bike lanes on this route too- it's a great distance from Greenway for east-west bike commuting, and great to bike from Longfellow to Powderhorn.
- Could 28th and 31st (made one-way) be used to divert traffic off of Lake Street?
- Lake needs more than what is described for commercial streets, especially in terms of public transport. Buses are already frequent and way overcrowded. What about light rail or other options on Lake?
- 31st Avenue South seems to be a commuter street because it is direct for 35th Street up to Franklin- straight shot. Fast traffic on this residential street.
- Turn northbound commuter traffic onto 55 from Cedar.
- No growth center identified for Cedar-Riverside?
- Would identify West-Bank/University campus as an activity center- building new business school, LRT, expanding west bank,
- Connect 7 Corners with Cedar Riverside.
- No potential nodes at LRT stops are identified.
- 26th and 28th should be identified as commuter streets.
- No high-volume on this side of Hiawatha, running east-west.
- We can call streets anything- the point is that people are using streets as commuter routes, whether residents like it or not.
- Classification system will affect times.
- Developer discussing converting industrial to residential on Hiawatha- already noted as a growth area on the map.
- Pedestrian connections through industrial areas need to be improved, often poor and out of the way.

- 35th Street needs bike lanes that way you don't have to go back to the Greenway.
- Reduce traffic on Lake Street - emphasize transit- create a one-way lane. It's very crowded on buses as is- frequency is high.
- Take commuter traffic off of Lake- divert to 31st Street one-way. Safer for pedestrians and better commerce.

General Comments

- Would like to see refreshments come from businesses in the area- example for tonight- Blue Moon. Support area businesses.

Table 2

Primary Transit Network

- 28th to Bloomington and 21st can be an industrial way.
- Between Seward and Phillips or 26th street is really a connector.
- Industrial streets by 21st and the Green Institute.
- Lots of commuters on Minnehaha, should be a commuter connector.
- Lots of traffic on 26th - maybe should be a community connector to 31st street.
- Concern over bus stops being eliminated and impacts upon those that are mobility impaired.

Sidewalks

- St. Mary's cemetery has no sidewalk
- Historical cemetery on Lake Street
- Yes- sidewalks by the river.
- Is there a safe spot for bicyclists to be on the street by Bloomington- because they are riding on the sidewalk.

Bicycle Access

- Need a bike path on Lyndale and Hennepin connection. Under walker bridge is a separate bike lane that disappears. Very dangerous.
- Signs are a problem on the sidewalk.
- Connect U of M system to Hiawatha system.
- Riverside at 94- very difficult.
- Lots of people bike on Franklin and it's not signed. It's very dangerous.
- Agree with Gap # 29.
- 24th is a good street to bike on.
- Getting across 35 is very difficult.
- All bus stops that are taken out need to be put back. 14 is the bus route.
- #27 bus by Rainbow has lots of disabled.
- Gap- 27th to 31st on 22nd and 24th to Franklin on 31st.
- Gap: whole area from 13th across 94 to 15th in the interchange area of 35w and 94.
- Gap: across all of Franklin.
- Gap: there is no natural path traveling southwest (Lyndale and Diamond Lake or Chicago and 54th) to northeast (Seward or Phillips).

General Comments

- Need to consider mobility-impaired people.
- People can't afford cabs
- Lots of people have challenges
- It doesn't stop being an activity center by Portland. Nicollet and Lyndale are activity centers too.
- Gas prices will make more people take the bus.
- Need to make sure people can get from one neighborhood to the other.
- Intoxicated persons don't get charged- that's wrong and not fair.
- Cussing and fighting on the buses is bad.
- Stroller problem is improving.
- Enforce the rules.
- Lake Street #21 is the worst- busy route.
- Can we consider fake streetcars?
- Sees advantage to hybrid buses on Nicollet.
- Can you consider electric trolley cars?
- Has there been consideration to closing down Nicollet and making it only pedestrian.
- Publicity was for improvement- there hasn't been.

Access Minneapolis Workshop #2: North

Harrison Recreation Center

April 25, 2006

Public Comments

Table 1

Primary Transit Network

- How much money has been put into this study?
- What's the impetus for restructuring routes? Is it consolidation for more efficiency?
- How do the PTN's relate to the existing routes?
- What difference would a PTN make to Chicago/Fremont?
- Do PTNs basically mean more buses?
- Where is the funding going to come from to run more buses more frequently? Not hearing these facts from the beginning. What are you going to get from ridership as a consequence of increased activity? If you don't get it, what will you do?
- Does this suggest there will be a higher density of development all along Fremont, or significantly along Fremont?
- You have to plan on massive investments in development and redevelopment in housing and land use and in transit.
- All I've seen in planning is Broadway corridor (for higher density development).
- I don't know if Fremont is better than Lyndale but in the past Lyndale has been more commercial than Fremont.
- Fremont is one way.

- Where in the 2000 census do people in North Minneapolis live and work? What transportation alternatives are available to the jobs they're going to today and tomorrow? The fixed route system doesn't work for the suburbs. You need to get this data to determine where else besides downtown these folks work and what concentration and types of transit are needed.
- The area south of 8th and north of Hennepin between Bryant and Penn is neglected. It would be good to have a through-street that is high-capacity.
- Need a PTN artery connection Glenwood to South Minneapolis.

Regarding Peak Interception

- Not willing to walk or transfer. The purpose of taking the bus is to get where you want to go.
- Different for riders from Bryn Mawr and Champlin.
- Interception needs to be closer to the center of downtown.
- I suggest you survey the riders from the suburbs if they want to get off of the bus and transfer to a shuttle.
- Is there a possibility of another technology to move people a short distance - PRT? Has that been ruled out?
- I understand at one time almost 1/2 of Minneapolis City Council voted for PRT but it's been ruled out.
- Doing nothing is expensive.
- I think the PTN theory needs to be fundamentally rethought through.

Sidewalks

- The bigger question is when we are going to invest in replacing or substantially improving existing sidewalks in the next 30 years as they wear out. Maybe that's so important that what we do with missing sidewalks is not as important.
- Industrial areas- when land uses change there will be sidewalks added.
- Every 6-8 blocks you can cross the freeway- there's not much reason to cross now.
- What's the City's view and vision for everything east of 94?
- North Minneapolis is oppressed from Olson Memorial Highway north. Where are the livable wage jobs for the 70,000 people who live here? Is the city going to create jobs that work for these people or continue to tell them they need to go to the suburbs?
- In terms of sidewalks- pedestrian ramps over the freeways- not many exist. What about one connecting the north and south over Highway 55?
- Yes, near Logan and Hwy. 55 is a good suggestion.
- The pedestrian overpass over Thomas to and from Bryn Mawr is not pedestrian friendly and is barely ever used. It's not safe.
- Maybe there will be shorter bridges possible in the future.

Bicycle Access

- Do you have objectives that are measurable and outline demand for recreation and commuter trails and take into account the time of year? I've never seen any of that data, especially by time of the year. You have to look at seasonality and purpose.
- But seasonality is less important - the use will be there.

- Congestion tends to be less severe on the bike system in general and in the winter in particular.
- Can you make the assumption that people will bike to transit from bike paths? I don't think you can.

Streets/Land Use

- Should crime affect street planning?
- Glenwood Avenue ideally should be a commercial corridor but the businesses aren't there. Does this plan mean we'll be locked into what is presented over 5 years?
- Only commercial street is Broadway, based on existing conditions and plans. If we could get redevelopment on Penn/Lowry we could do something.
- Significant thing here is that Broadway and Olson Memorial Highway are identified as major thoroughfares.
- If Golden Valley is commuter it only serves western suburbs. But it is busy during rush hour.
- It won't ever be an Olson Memorial Highway.
- Cedar Lake Road would be useful as a commercial corridor if it ever got commercial designation.
- Lowry is a connector.
- Yes, until then there's going to be a major job development there.
- I think Plymouth Avenue is lower than orange- it's very quiet. Not a community connector.
- Major factor is crime on land use. Is there a meaningful way to factor that in?
- Good point- ridership in the future is affected by people's perception of how safe it is to stand waiting for a bus.
- Even from a transit point of view, we've added safety, especially with the transit police force at an additional cost. That's got to be laid into the higher frequency thinking.
- Why is there no PTN east of Penn or west of Fremont?
- Are these designations for driving, transit or both?
- In Bryn Mawr we did work as to the origins of folks on Penn Avenue and found it is not used as a north-south connector for local folks but as a distance driver. It should be identified as a gold line rather than a community connector. I think Fremont should have the same designation.
- It's intra-community- it's all local folks.
- From a driving standpoint, Penn and Lyndale are important for folks who live in north as commuter corridors to get out to Broadway (shopping), to Crystal, Robbinsdale, etc. The other streets don't go through and are impractical.
- This may change as new commercial businesses are built near the edges of downtown on corridors that are currently practically empty.

General Comments

- I think that you've ruled out too much technology. I'd like to see a subway / el train downtown. It merits lots of investment but must be connected to adjacent communities and be relevant to residents.

- Yes- some kind of easier circulatory system for DT, especially with all of the condominium development happening downtown, which is heavy near the river and I-35 and near Washington Avenue. Those areas aren't linked to the downtown center in any useful way.
- The purpose of a transportation plan should be to enable people to easily get around by what ever environmentally compatible means they find most effective and desirable, at a total cost that is affordable and paid largely by users, employers or providers of human services.
- As the city plans it is important it adopt a number of capital and operating policies to guide the investment. These should include the following:
 - Plan should measure the number of city residents going to jobs in the downtown, other parts of the city and the suburbs. The transportation system should include transportation services for low-income residents to get to jobs in the suburbs as well as the city by whatever means they can use that takes no more than half again the time it takes to drive an auto. This means the system needs to use many more smaller vehicles such as cars, vans and small buses.
 - The plan must be affordable and fully financed, not depend on earmarked funds from the federal or state governments. The plan should include the total cost of construction, including financing, as well as operation of any transit service. The plan should further include a sign off from all agencies or levels of government about the amount of funding they will provide within the next five years as well as estimates of income from fares, employer assistance, human services purchases or from educational institutions. The plan should then be modified to illustrate only those facilities, lines or services that can be provided at the level of agreed upon financing.
 - Realizable ridership goals must be adopted to guide transit development. While more frequent service on existing bus routes or on some of them may be desirable, such service should be substantially used by transit riders and implemented only after there is agreement by all of the financial parties for payment of any anticipated capital or operating subsidies. Specific ridership goals should assure that additional investment is made only where additional service will increase ridership to 50 percent of available capacity within one year and where the operating fare recovery ratio will be above at least 50 percent.
 - New sources of funding derived from the capital gains on land and building values from transit and roadway development need to be created. Any large capital investments for transit or major roadway facilities should be partially financed from the windfall or capital gains anticipated from increases in land values and/or buildings that result solely from development of the transit facilities.
 - Possible routes for transit investment should be selected only when they measurably reduce existing severe congestion on existing streets/highways within one mile of the route during peak travel periods. Funds should be set aside in the plan to pay for such a measurement within three years following implementation of the service.

Table 2

Primary Transit Networks

- Which buses go on these routes?
- 42nd and York- buses run once per hour now- which is not enough.
- When I moved to 42nd and Washburn in 1971 I had service every 15 minutes.
- Why isn't H a priority? Why can't we have at least every 30 minutes?

Streets

- Dowling is very busy- it gets traffic because it goes into Robbinsdale.
- 44th is busy because it goes to the freeway.
- Glenwood Avenue used to take us more places.
- 42nd is not a commercial street.
- Which streets, buses, bikes go into downtown. North seems isolated.

Sidewalks

- Tree roots have pushed sidewalks up.
- Maintenance is a problem
- Tree branches are too low.
- Snow and ice is a problem.
- People don't always clear their sidewalks from snow
- Uneven sidewalks build up ice.

Bike Access

- Will there be anything in the North Loop area- or better ways to go into downtown.
- There seems to be a blockage to getting to downtown.
- Who established the goals of how far apart the paths should be?
- Is anyone talking about having bikes work on all roads? Example- slower speeds or enough space for both? Can you look at restriping to make room for bikes? For example, take four lanes down to three auto lanes plus one bike lane. I suggest the philosophy of biking on every street.
- Does the city have a disability advisory committee for this project?
- Traffic near Farmer's Market is bad- frightening near freeways.
- Need something from International Market Square to downtown.
- Will there be a bus that goes to Heritage Park (Van White Boulevard)?
- Scooters downtown are scary.
- Scooter parking is packed in downtown.
- In winter the bike paths are not clear.

Streetcar Comments

- Do the mechanics working on the buses qualify to work on the streetcars?
- Will the streetcars be ADA Accessible?

Access Minneapolis Workshop #2: Southwest

Martin Luther King Recreation Center

April 27, 2006

Public Comments

Table 1

Primary Transitways Network

- Why Bryant instead of Lyndale?
- South of 31st there is little to no service on Lyndale, on Bryant
- Bryant has greater residential
- Lyndale is larger street
- If move to Lyndale- Grant Avenue service may disappear
- Is there a connecting point by K-Mart?
- Lyndale has lots of commuter use- run into problems with bus interface.
- Need simplicity on knowing where buses go.
- Lyndale bus turns onto Bryant.
- Does re-design of Lyndale- would anything preclude using transit?
- Willing to transfer or walk - edge of downtown.
- Volume of buses is currently unworkable- yes - transfer.
- Not going downtown- it's more than one transfer- it's inconvenient.
- Important to keep express routes.
- 35W and Lake Street and one at Nicollet and Lake seems too much.
- Transit through Greenway- connect all three.
- Cedar Avenue- big route for people, be PTN similar to Bryant/Lyndale.
- Good connection with buses to LRT is critical
- Should you shift from Bloomington to Cedar?
- Cedar is more residential than Bloomington; Bloomington has more room for development. Cedar has more logical north-south route.
- Big gap between France and Lyndale.
- Penn connect to 50th street bus.
- All routes head into and go out of downtown.
- Any chance to do more of a grid system instead of hub and spoke?
- No north-south equivalent to the east-west route.
- Lyndale could support it but hard to put a bus on it.
- Should 38th Street be commerce street/community connector from Hiawatha to Chicago or vicinity?
- 35th not listed as a neighborhood connector, but it's a paired one way with 36th.
- Is Bryant currently a commuter corridor given bus routes? It seems more than a neighborhood connector.
- Upton is also used as a neighborhood connector, especially 50th to 43rd.
- 50th Street may also be a commuter connector as well as community connector.

- With potential Lyndale redesign, 121 won't be commuter street and Lyndale will be again.

Sidewalks

- Cemetery- technically sidewalk, but not functionally.
- Bus stops next to cemetery, not much room, too little room.
- Greenway- connection at 35W
- Map needs to indicate 35W sidewalk crossing.
- This needs better signage, very overgrown, hard to find.
- Crossing of Hiawatha at Greenway- currently non-existent but people working on it.
- Very narrow sidewalk on Lyndale near cemetery south of 58th or so.

Bicycle Access

- Nice to have a bike route identified between France Ave. and the lake
- Need northbound and southbound routes in section between Gap 30 and 35W- Blaisdell to 40th for southbound and 1st Avenue
- 54th is falling apart.
- Blaisdell is one-way southbound, need a northbound route- 1st Ave.?
- 54th proposed- good route but street is in terrible condition. May not get improved by 2010, hard to have good bike route here.
- Blaisdell- only way going south, needs a way to go north- 1st Ave. a possibility.
- Move off of 1st Avenue onto Nicollet.
- Need one-way bike path around lakes- Harriet and Calhoun.
- Need northbound connection between section that includes Lake of the Isles
- Extend gap #32 to the north.
- #17 map- marking is important
- Nightmare to get into downtown.
- Bad last year when working on bridge- only way to get across interstate- bikes and cars on narrow route.
- Nokomis Ave. connection by Greenway
- #34 area - France Ave. to lake- want a bike route. Have good signage for bike route.

Streets and Place Types

- Hospitals encroaching on residential area- cause uproar. Hospitals encroaching on Wells Fargo.
- People already protesting. These might be good areas to target.
- South Lyndale Master Plan.
- 50th might be a commuter street as well as connector.
- 54th might be a commuter street as well as connector.
- Lyndale serves commuter and connector- marked OK. How do people use and view this street?
- Bryant Street labeled OK?
- Bryant residents didn't like that many buses (noise, vibrations)
- Help to get rid of diesel (Lyndale residents understood why theirs was greater).

- 26th and 28th, why go to 2-way?
- Lake Street is very congested.
- 26th and 28th are prime routes for traffic.
- Portland and Park are major for people commuting into downtown.
- Important for people who live in the cities.
- Like to make transit better, but not to make it impossible to drive into downtown to promote transit.
- Need logical place where the one-ways end.
- Blaisdell and LaSalle are speedways down to 40th, takes pressure off of Nicollet. Not sure if "I" want to push traffic onto Nicollet.
- Ogden/Upton used as a connector by residents instead of Xerxes.
- First street west of Lake to get significantly north.
- Bryant designated as neighborhood connector.
- Kingfield neighborhood - encourage higher residential density along Nicollet.
- Revitalize into more commercial zone.
- Why gap along 60th?
- Access Project- takes pressure off of 35th and 36th - they become more neighborhood. 38th takes the traffic.
- 35th couplet important. Majority of people- good east-west route because lights are timed.
- East of Chicago Ave, people treat 36th as a major route.
- Helpful to funnel people into right spots at end of route.
- 38th can't carry that capacity like 35th and 36th.
- How to upgrade 38th? Become major route?
- Should be changed to commerce street?
- People pushing mixed high-density development.
- 38th may need to be upgraded.
- Upton is not a good commuting route.
- Should something funnel up to 394?
- Connect across interstate- Bryn Mawr, north-south, great for bikes.
- How to do modeling?
- Use aerial pictures and traffic counts, use modeling software that takes into consideration land use, etc.
- Different sized buses for different times.
- Not much difference in cost, cost is in operations.
- Sound of buses on Nicollet- what about hybrid buses that can ride on the street- car tracks as well.
- 46th St. between Hiawatha and 46th Avenue- community connector vs. commuter street?

General Comments

- Would like to see refreshments come from businesses in the area- example for tonight- Blue Moon. Support area businesses.

Table 2

Sidewalks

- Show pedestrian bridges across 35W.
- Visibility of pedestrian bridges at 40th Street.
- Bus stops have no sidewalk between street and fence for eastbound transit (35th at Cemetery)
- Grand Avenue bus is good except early in the morning and coming home- people need to get back and forth to work- to St. Paul.
- Limit transfers.
- Needs to be affordable.
- 5-foot ADA standard is too low to be comfortable. Need wider sidewalks, especially in commercial areas. Need to be able to pass several people.
- Smoking ban changed sidewalk dynamic.
- 50th Street is bad for sidewalks.
- Turing on red is now OK.
- New corners for disabled people- makes cars go faster because of the arc.
- Need better sidewalks.

Bicycle Access

- Glaring gaps are Hennepin and Lake. Need to put bikes on Lake- even with the Greenway.
- Why not make every street an on-street facility? This would encourage new bicyclers. Really underestimating potential for biking.
- People do want to come out of the Midtown Greenway and go to the grocery store on Lake Street.
- Biking is marginalized by thinking streets are only for cars. Bikes should be considered a mode on the street.
- Biking, walking and auto = multi-modal. But designers don't think that way. We should integrate modes of transit- not separate.
- Can't get out of the trench without fearing for your life.
- Transit hub at Chicago and Lake slowed down the commute by 15 minutes.
- Corner of Lyndale and Lake includes bump-outs- this slows buses down.
- Where is the east-west connector for bikes? We need one around 31st-32nd isn't convenient with all of the stop signs.
- Need much better bike routes.
- The proposed 32nd route has too many stop signs.
- 36th is OK for bikes.
- Need good places to get off of commuter path.
- Doesn't like to ride Greenway in morning because of safety. Note enough people around in the early morning.

Street Types

- What policies go along with commuter corridor?
- Hopes Nicollet opens up.
- Why is Blaisdell a one-way - doesn't make sense- two-way street would make more sense.
- Don't designate Lyndale as a class yet- need to open up Nicollet first.
- It's ridiculous to build one story buildings on Nicollet.
- I believe we are in an energy crisis now- we need wind power and electric buses or vegetable oil.
- Are you looking at biodiesel buses?

General Comments

- Don't want bus service cut.
- Concerned about street design, need policies on bus stops, concerned that there are no policies on how many streets to cross, need stops on the corners, concerned sidewalks are being taken off of Lyndale.
- Concerned about bicycle safety.
- Concerned about land use.
- Concerned about no buses between 6-7 a.m. and people who need to get to work- now poor bus service on Grand Avenue.
- Will there be any more narrowing of streets like they did on Nicollet? That was terrible.
- Did this project place the benches on the bus route? You face the store instead of the street. That doesn't make sense- you can't see the bus.
- What happens to the non-priority corridors- will they have less frequent service?
- Who uses the primary PTN- what are the demographics?
- Will service or frequency be sacrificed on other routes- this is a concern. Demographics are changing and wide availability is good.
- Concerned that it costs more to ride the bus than to park.
- Concern that some routes have already been cut. Poor people need transit- they cannot go to the suburbs. Disparity needs to be addressed.
- Is there any action to get development along these corridors or policies such as maximum parking policies? Is zoning going to match this plan- because zoning is the law.
- Does the pedestrian overly district impact street design?
- Are the streetcars going to use overhead wires?
- Getting private funding for streetcars makes sense because businesses benefit along the route.
- Are modern streetcars wider than older cars?
- Are you looking at bi-directional routes?
- Will you use streetcars as a shuttle downtown?
- Do routes cross out of downtown- good to connect Grand Avenue in St. Paul.
- Buses could have the amenities of streetcars- there isn't anything special about streetcars.

- Can't compare perfectly planned streetcars with the current bus system.
- Need to take into account potential for development.
- Everything needs to work toward a safe environment.
- PTN- north half of city doesn't have a good PTN grid system.

Access Minneapolis Workshop #2: Northeast

East Side Neighborhood Services

May 2, 2006

Public Comments

Table 1

Primary Transitways Network

- How far away is 10 from the standard of PTN desired?
- Would these be double-width, exclusive?
- I'm off of Broadway and use it all of the time to get downtown and northeast. It's always busy.
- What is in the PTN for north-south connection?
- There's a bus that goes down Lowry.
- Marshall used to have a bus route- now it's discontinued. On Marshall if you live south of 694 there is no bus service and there are a lot of people who live on Marshall. That's a bad situation.
- Does estimate of PTN mean they'd reduce bus service? Doesn't seem to have very many connections to north- north is much disassociated from the northeast.
- I'd have Lowry be a red line.
- Could consider breaking off a branch to the Quarry.
- Come down Stinson or Johnson to Quarry.
- Doesn't make sense as it is now- you have to transfer to the 32 now.
- Critical and hurting north Minneapolis- there's no connection to shopping.
- Not as much of a north-south route necessary, crosses a lot of open space (cemeteries, golf course, etc).
- Como Ave. buses run every 10 minutes.
- Problem with Como is the amount of activity between 280 and the U of M.
- What about Larpenteur?

Sidewalks

- Exclusive pedestrian bridges are not shown- Stone Arch Bridge, 5th Street and Bridge #9.
- We've always talked about filling in neighborhoods down to the river.
- What's the furthest distance between transit?
- Sidewalks that have an unprotected access- Broadway coming over river- people try to go fast all of the time and only curb separates people from traffic. Many of these examples in that area.
- Many cutouts for rolling access are not well done.

- Does the speed of traffic affect pedestrians on Marshall Ave.?
- Bridge sidewalks with deep curbs but no barriers from speeding traffic or blind hills (over river to highways especially).

Bicycle Access

- On-street lanes can be dangerous.
- The map shows how difficult it is to bike- I wish the broad purple, beige and dotted lines were done. We don't have great parks and can't get to the river. I bike this everyday and can't really get where I want to.
- I wish the pedestrian map would have shown routes like this- that would help the other map.
- Could the bits of trails have come out of old NRP projects that weren't coordinated- that's why they don't connect?
- If you look at a bike map of the Twin Cities you won't see these bits- this is unique to northeast.
- Central was redone without bike lanes.
- How do you propose to do a bike lane on a route like University where there is limited right-of-way and you can't take out existing land uses?
- To the extent it's not possible along such streets, the map shows there's no connection.
- Is there a plan for prioritization?
- I worry about all the proposals and which ones will be funded and how and when? Will it make sense and be connected or will it be chunks at a time?
- You don't need residential or industrial/commercial density to provide a bicycle path.
- I thought 6th Ave. NE was already designated.
- On Central is no bike route, access to the 3rd Avenue bridge sidewalk is awkward and dangerous.
- No bike lane on 1st Ave. (from Central to Hennepin Ave. bridge) - getting onto sidewalk on bridge via bike is really awkward (large curb) - add a marked lane.
- 4th Street west of 35W (10th Ave.) bike lane completely ends. Crappy, narrow, not well lit sidewalk.

Streets and Place Types

- Hennepin is growing further NE
- Broadway and Lyndale are neighborhood activity centers
- What is the priority of PTNs fitting in with these? For instance, Broadway is listed as a commercial corridor/PTN but for the people who live there it's a community connector.
- 4th St. southeast isn't designated appropriately, along with University. Those are both commercial corridors and community connectors.
- Bike lanes- many are planned directly along the river in conjunction with street types. How will these be connected?
- Why don't the bike trails show up on this map?
- A parkway is already possible on the west side of the river to Broadway and proposed north to Weber Parkway.

- Granary Parkway and Kasota Ave: do they plan on having commercial/industrial traffic on these?
- Our neighborhood group discussed that and doesn't like it- it would turn 2nd into an arterial. Our neighborhood plan says if they put a road in there it should be parkway, not high-traffic.
- I'd say designation would depend on what they rate the road at.
- Granary Road is to serve a redeveloping industrial area. Wouldn't necessarily serve any local streets- would primarily serve railroad and industrial area.
- This map shows a nice representation of north-south-east-west traffic.
- St. Anthony Parkway and 37th Ave. both big community connectors- it's our neighborhood's only way to get to 94 and other areas.
- Is there money or time to do a traffic flow study on some of these questionable areas?
- Where will the traffic volume data come from?
- St. Anthony Parkway from Industrial Boulevard and Central Ave is more of a community connector.

General Comments

- Gaps on Broadway, 94 is in the way. Traffic is not used to bikes.
- Need bike path on Lyndale or by Lyndale.
- Gaps- 42nd through Plymouth. Highway segments that entire part of the city.
- Broadway St. NE makes sense. Doesn't make sense to have different classifications. There is a lot of traffic on Broadway.
- Support mass transit- mass transit should be here. We're 20 years behind.
- Should have a dedicated funding source from the Capitol.
- Better transportation to the suburbs, all day not only during rush hours- for example, Valley Fair.
- Support Northstar Corridor, Central Corridor.
- Hate to see transit route changes on No 2 route (every 15 mn)
- No. 7 route needs more frequency.
- No. 8 route doesn't go past LRT.
- Before it used to connect to Greyhound.

Table 2

Primary Transit Network

- How do you balance neighborhood with commuter corridor concepts- for example on Broadway?
- What percent of residential routes would be eliminated?
- Is the York to Thomas route being eliminated?
- Is the goal that no one will be more than 2 blocks from a bus route?
- We cannot walk 1/4 mile- we have disabilities- winter is even more difficult.
- Walking and transferring depend on weather and time of day, how many people are around.

Sidewalks

- Can't cross 35W.
- 7th, 8th and Central are difficult to cross.
- 6th Ave. and University are difficult to cross- this is a connecting point to the Stone Arch Bridge.
- Hard to cross Washington by 35W.
- Would like to see streets narrowed, not widened. Streets should be for pedestrians too.
- Washington and Cedar Riverside (by 7 Corners) are intimidating for walkers. Consider a walking overpass.
- Need walkways to be ADA compliant.
- 19th and Como is bad for accidents.
- Cars don't stop for pedestrians. We need to enforce the pedestrian laws.
- Central Avenue from 18th to 25th stops every block because walkers need this to cross the street. If we stopped for walkers, we wouldn't need so many stop signs.
- Difficult to get across York. Problems crossing by Brookdale Library too. Need buses closer to the door.
- Wheelchairs have a lot of trouble with curb cuts. Need to go into cross walks.
- Have we considered the Denver solution where all traffic stops and then pedestrians cross?
- Signal lights that vibrate or are audible- need these in critical places.
- Need a count-down on the signal so you know how long you have to cross.

Bicycle Access

- No bike lanes by 35W and University.
- Need bike lanes in part of Dinkytown.
- Como Avenue needs bike path.
- Central and 3rd Avenue- bad bike area
- 1st and Hennepin bridge- bad area to bike.
- Should be bike paths on bridge.
- Bike paths should be like in Copenhagen (below the curb but able to bike).
- Bicycle riders need to follow road rules.
- River road bicyclists- 10 miles per hour limit on bike path so bikes go on the road. How do you balance faster bikes?
- Need better marking of what's already there.
- More education on how to make crossings.

Street Types

- Have we considered subways (under the street sidewalks)?
- I would rather go over the street than under for safety reasons. People can see me.
- Are there areas that are designated bikeways that will be reclaimed as LRT?
- Marshall should become a parkway street. Could have a parkway with industry.
- I think we need to use a map that includes future developments, not current development.

- Activity center by River/Pillsbury development by Stone Arch Bridge: Parkway street should continue on Marshall as the uses change. Why doesn't the parkway continue?
- Don't tear up cobblestone on Main.
- Need off street walkways through University land.
- Things dead-end in certain areas. Need better connections.
- Need to have safe ways to get to the Greenways.
- Are maps available online?
- Downtown- wheelchair boarding issues (time needed to board, boarding locations); low-vision issues (rates, routes, sign information); pedestrian walkways (surface of walking areas need to be firm and stable).

General Comments

- Buses are cheaper in initial capital expenditure, but not necessarily operating costs.
- Is the trolley bus being considered?
- What isn't ADA accessible?
- Vintage buses are not a serious option, right?
- Move "other" to the top of the list for funding, other may include private developers.
- Streetcars are an economic engine.
- Need to look at where there is economic impact- the greatest potential- example, look at vacant areas or low-developed areas where you could see big improvement.
- It's quicker to get private funding.
- How much less expensive are streetcars than LRT?
- What is Metro Transit's commitment to the Minneapolis Plan?