

Greenway Feasibility Study

24th Street to 40th Street

December 23, 2012

TRANSIT
for Livable Communities



Executive Summary

This report puts forward a long-term concept plan for a new north-south greenway in south Minneapolis to encourage walking and bicycling and improve neighborhood livability.

Transportation plans, land use projections, and recommendations by advocacy groups all call for improved bicycling amenities running north-south to the east of Chicago Avenue in Minneapolis. A bike route offering a high level of service here would connect with the existing 11th Avenue South bike lanes that begin at 24th Street and continue north through downtown Minneapolis to the Mississippi River



with an eventual link to a similar greenway in North Minneapolis.

In order to gather feedback and gauge interest for improvements that leap-frog current practices, five small house parties and meetings with key individuals were conducted. Participants were asked to think 100 years ahead to visualize desirable characteristics for Minneapolis and methods of intra-city transportation. Participants were then asked to visualize improvements for a ten-year time frame that would serve as steps towards their 100-year vision. Three treatment options were proposed for consideration, including a full greenway (converting selected streets to bicycling and walking only), a bicycle boulevard (decrease and slow the motorized traffic to make bicycling safer and more pleasant), and a half and half solution, whereby a two-way off-road bikeway, or cycle track, would operate parallel

to a narrowed one-way road for motorized traffic. Route choices that use 10th, 11th, and/or 12th Avenues were also discussed.

For a ten-year implementation time-frame, feedback from participants and the recommendations of this report call for the pursuit of full greenway treatments on a block-by-block basis as local support allows. Where the conversion of a street to a full greenway is not supported by a large majority of residents, the half and half treatment or bicycle boulevard can both serve as an intermediate or even long-term improvements seamlessly connecting to blocks where the full greenway has been embraced and implemented. Participants felt additional community engagement is needed, and many also recommended studying the various impacts of greenway implementation.

Feedback on the route choice was less clear than feedback on treatment options. However, 10th Avenue was generally supported over 11th or 12 Avenues, largely because it provides a continuous and direct route for through-travel by bicyclists. This report recommends further analysis of two viable route options north of Powderhorn Park with a single clear choice (10th Ave S) south of Powderhorn Park. Regarding the placement of the new greenway trail along Powderhorn Park, additional discussions are needed with the Minneapolis Park Board to determine if the trail should pass through the park, along its west edge where a sidewalk now exists, or use some of the space that is currently occupied by the 10th Avenue roadway.

A recommended next step is to plan a modified open streets event several years from now whereby bicyclists are given the opportunity to travel nonstop on roadways that are closed to autos to the extent feasible, tracing a route through Minneapolis from Richfield to Brooklyn Center on this proposed South Minneapolis Greenway, through downtown, and along a proposed North Minneapolis Greenway.

Acknowledgements

Thank you to hosts of house parties conducted to gather feedback, and the following individuals who met with report authors to provide guidance: City Council Members Elizabeth Glidden and Robert Lilligren, Steve Clark, Ethan Fawley, Colin Harris, Matthew Hendricks, Paul Mogush, Shaun Murphy, and Antonio Rosell.



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Project Background

Introduction

This report shares the results of a visioning exercise for a green street/non-motorized priority street providing fast, safe, and pleasant bicycle and foot travel within this north-south corridor that could include 10th, 11th and/or 12th Avenues in South Minneapolis. The study area is a two-mile segment bounded by 24th Street E. to the north and 44th Street E. to the south. Concepts are developed for long-term improvements that encourage, rather than merely accommodate, bicycling and walking for transportation and recreation in the study area and linking to other biking, walking, and green space amenities. Although the primary focus of this report is on improving conditions for bicycling and walking, the proposed improvements will also greatly improve neighborhood livability.

Geographic Context

The 10th, 11th, and 12th Avenues corridor comes south out of downtown Minneapolis and roughly bisects south Minneapolis on its way to Richfield and Bloomington, the next two cities to the south. The study area within this corridor is contained primarily within three neighborhoods—Midtown Phillips, Powderhorn Park, and Bancroft Neighborhoods—with the southern-most two blocks located in the Northrop Neighborhood. Bookending the study area are the 11th Avenue bicycle lanes heading north to downtown from 24th Street, and the east-west bicycle boulevard on 40th Street which is four blocks north of the study area's southern limit at St. Mary's Cemetery.

To the north of the study area, downtown Minneapolis and the University of Minnesota (Minneapolis campus, hereafter referred to as the U of M campus) are two of the most significant destinations for bicycle traffic in the Twin Cities metropolitan area. Within the study area there are several significant origins and destinations of bicycle and pedestrian traffic. These include, but are not limited to Children's Hospital, Abbott-Northwestern Hospital, and Midtown Exchange with its housing, offices, the Midtown Global Market, and the Lake Street commercial corridor with many stores and restaurants located along it. Additionally, the newly renovated Phillips Community Center on the east side of 11th Avenue and extending east along 24th Street to 13th Avenue houses five community groups, many of them serving children from the neighborhood. The study area includes significant bicycling and green space amenities with the Midtown Greenway, Minnesota's busiest off-street bikeway running east-west, and Powderhorn Park, one of the city's largest parks. According to the City of Minneapolis 2011 Bicycle Plan, there is relatively high bicycle usage in the neighborhoods south of downtown. Although there are several bikeway connections from this area to the south side of downtown, including the Portland/Park Avenues bike lane pair, 11th Avenue bike lanes, and the Bryant-

Hennepin Avenues bikeway, the 11th Avenue bike lanes lack a through connection to the Phillips and Powderhorn neighborhoods as the lanes terminate at 24th Street. Finally, even though the Midtown Greenway and Powderhorn Park are just two and a half blocks apart, there are no bicycling or pedestrian facilities connecting them aside from unimproved streets, sidewalks, and intersections. In addition to creating a bikeway to eliminate this gap in the network, this project seeks to create a model where an existing street can be transformed into a linear park to optimize non-motorized transportation.

A major challenge for this project is overcoming the discontinuous north-south street system on 11th and 12th Avenues and the competition for space on 10th Avenue which serves as the only continuous through street. 10th Avenue is passes by major destinations including two hospitals, a corporate headquarters building, and the Midtown Global Market. Eleventh Avenue is interrupted by Stewart Park and Andersen School between 26th and 28th Streets, and by Powderhorn Park roughly between 31st and 34 ½ Streets. Twelfth Avenue is interrupted by Powderhorn Park between 31st and 35th Streets.

A minor challenge for this project is site specific and relates to creating a better connection from any recommended new bike facilities to the bike lanes on 11th Avenue at the intersection of 24th Street. At this intersection, 11th Avenue to the north is offset from 11th and 12th Avenues to the south, necessitating the use of 24th Street which will have new bike lanes added in 2013.

Planning Context

The City of Minneapolis has approved a set of sustainability goals and indicators. One of these goals is to achieve a 7% bicycle mode share by 2014. In 2010 3.5% of commute trips by Minneapolis residents were made by bicycle according to the American Community Survey of the U.S. Census Bureau. Doubling the share of bike commuters in Minneapolis will be best achieved by fostering rather than merely accommodating bicycling, and may require more time than the 2014 deadline allows. To achieve the bicycling mode share goal, it will be necessary to provide people routes that are not only direct, but also safer and more pleasant to bicycle.

To serve intra-neighborhood and city-wide transportation goals, there is a need to improve bicycle connections within the Midtown Phillips and Powderhorn neighborhoods and from these neighborhoods heading north to downtown and south to other Minneapolis neighborhoods and southern suburbs. In addition, there is a need to better connect two important green space amenities, Midtown Greenway and Powderhorn Park. Improvements in this corridor will help maximize the use of the current bike lanes on 11th Avenue and the connection they make north to downtown Minneapolis (and the U of M campus), and better integrate important cycling and green space destinations.

This two-mile-long study area is a key segment within a longer north-south corridor identified by the advocacy group Twin Cities Greenways (TCG) as a future greenway (see Figure 1). TCG's definition of a greenway is a trail for non-motorized users, primarily serving bicyclists and pedestrians. This is consistent with the City of Minneapolis definition for a greenway as identified on page 184 of the city's Bicycle Master Plan, calling for greenways or green streets "where roadways are converted to bicycle and pedestrian only corridors."

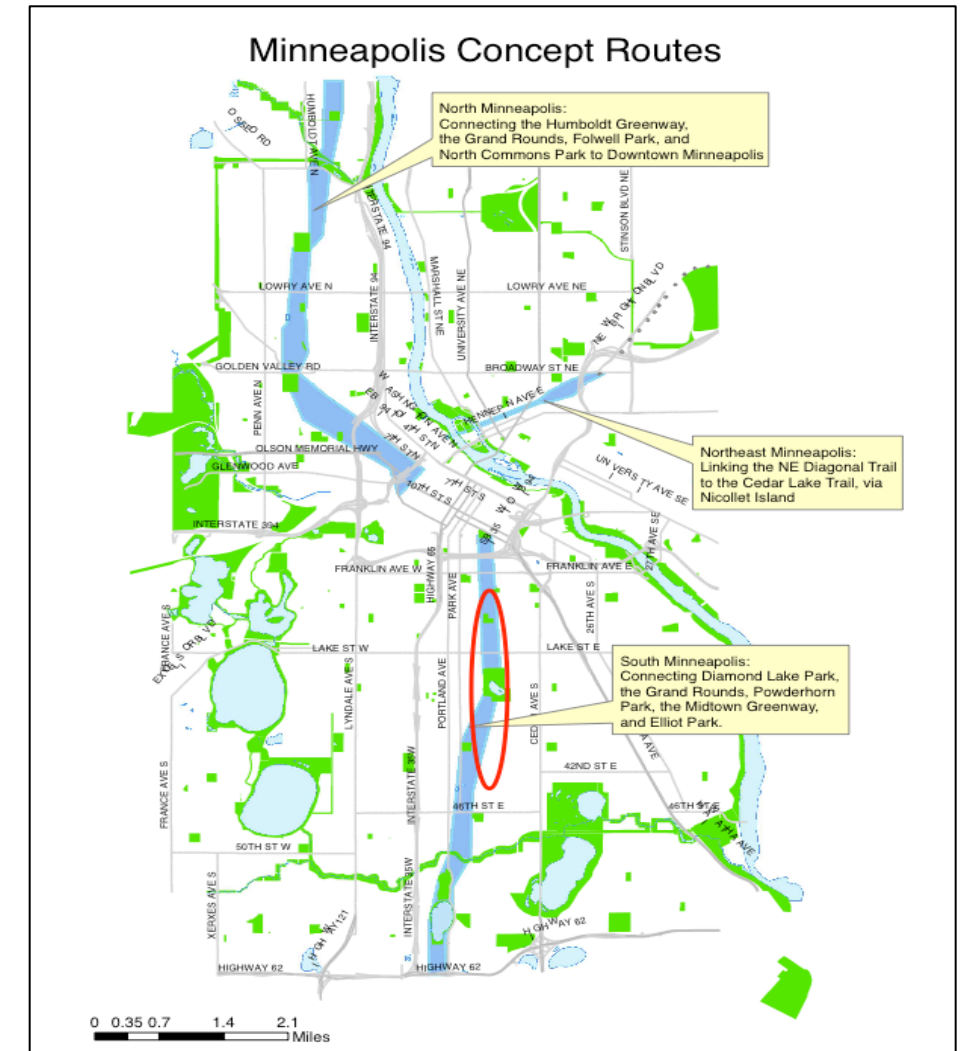


Figure 1 – Twin Cities Greenway's concept routes for three future greenways shown in blue, with this report's study area (shown in red) as part of a proposed south Minneapolis greenway. Source of base map: <http://www.tcgreenways.org/>

Figure 2 shows bicycle counts on selected roads and off-street trails.

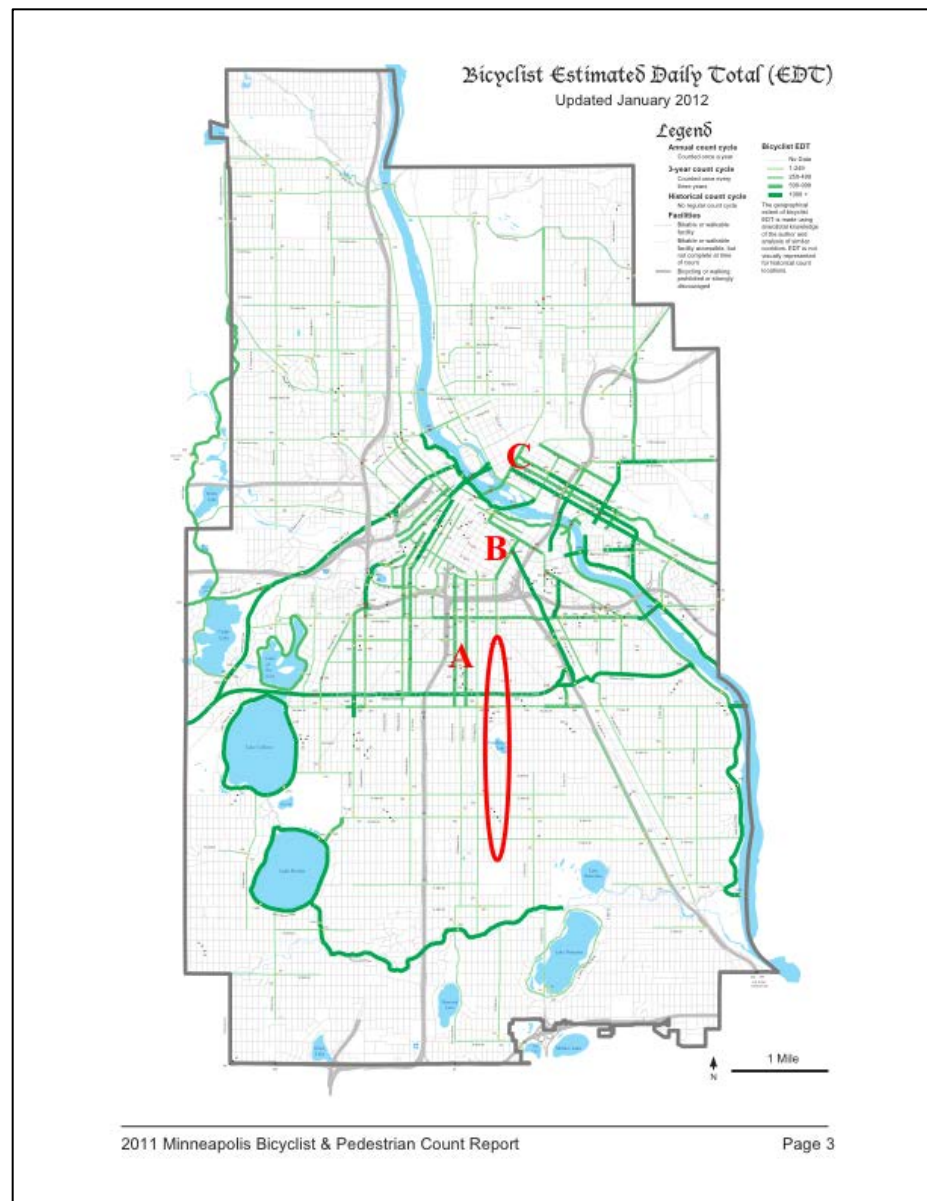


Figure 2 – Bicycle traffic volumes. No bicyclist volume data are available for the north-south avenues in the study area (shown circled in red). However, the study area is well positioned to serve cyclists currently using the bike lanes on Portland and Park Avenues (labeled A) who are coming from the south, especially if their destination is the eastern half of downtown (area B) or north of the Mississippi River (area C). Source of base map: <http://www.minneapolismn.gov/bicycles/data/WCMS1P-088370>

It is noted that currently bike lanes on Park and Portland Avenues do accommodate a significant number of bicyclists on a daily basis. Count data reveals that the cyclists are generally male (71%), and virtually all are adults. The bikeway concept here is expected to attract a much more diverse population, including children, who currently do not feel comfortable using busy streets with only paint to separate the bike lanes from the cars and trucks.

Tenth Avenue South is identified in the 2011 City of Minneapolis *Bicycle Master Plan* as a street that should be marked from 24th Street to 31st Street with shared lane markings. The plan goes on to recommend bicycle lanes when the street is reconstructed. It is designated as a “neighborhood bikeway” in the plan’s unique “bicycle functional classification” scheme. It was also identified in the 2009 *Access Minneapolis* transportation plan as a bikeway necessary to fill a gap in the system. 11th Avenue is also identified in the master plan as an “off-street bikeway” from Andersen School to Powderhorn Lake Park.

Two neighborhood plans also include bikeway recommendations for this general area. The *Franklin-Cedar/Riverside Transit-Oriented Development Master Plan* suggests that the neighborhood bike network be enhanced by extending into other neighborhoods via 11th Avenue (other recommendations are also included that relate to connections in other directions). The plan highlights the need for bicycle parking, lockers at transit nodes, and constructing bike lanes within existing street widths whenever possible. The *Phillips West Master Land Use Plan* does not contain specific recommendations on bikeways, but does support traffic calmed roadways with on-street bike lanes.

Hennepin County has also proposed improved bicycle accommodations in the study area and nearby. The County’s *Bicycle System Plan* map proposes on-street routes running south on 12th Avenue South from 24th Street to Powderhorn Park. At the north edge of the park where 12th Avenue discontinues, one spur goes west four blocks and to busy Chicago Avenue and then continues south, and another spur goes east four blocks to Bloomington Avenue and then continues south. Such improvements would serve cyclists who are comfortable riding on busy roadways with or without bike lanes but would unlikely entice children, families, and traffic-averse cyclists.

When planning long-term for sustainable transportation, it important to understand where travel demand may increase so that such increases in the number of trips taken may be served by bicycles and other alternatives to cars. The City of Minneapolis adopted The Minneapolis Plan for Sustainable Growth in October 2009 as an update to its year 2000 comprehensive plan. In Appendix B of the plan, a development density map shows where the city plans to accommodate increases in housing and jobs, and a commitment is made to continue advocating for infrastructure investments that support this growth and development. One of the city’s largest anticipated growth centers outside of downtown and the U of M campus is immediately adjacent to our proposed north-south greenway (see Figure 3).

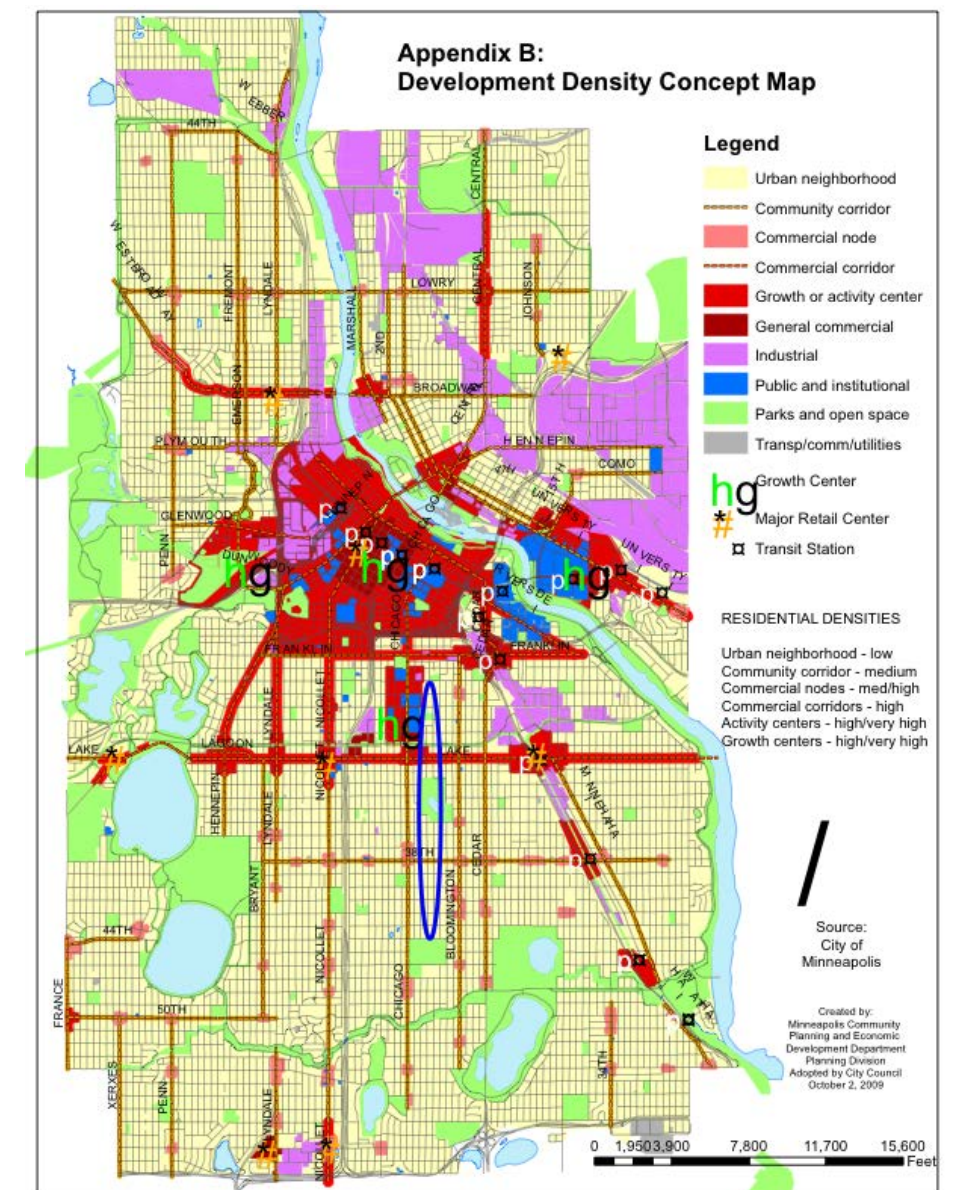


Figure 3 – Areas where the City of Minneapolis anticipates a greater density of housing and jobs development in future years, with the study area of this report circled in blue. Source of base map: http://www.minneapolismn.gov/cped/planning/plans/cped_comp_plan_update_draft_plan

The *Midtown Minneapolis, Neighborhood Green Connections, Visioning Study Summary Report* was completed in May 2007 for Hennepin County Housing, Community Works and Transit. The visioning study presented concepts for improving the urban environment for pedestrians and bicyclists in an area bordered by Chicago Avenue on the west, 13th Avenue on the east, 26th Street on the north, and 32nd Street on the south. General project goals included strengthening bicycle and pedestrian connections to parks, schools, the Midtown Greenway, and Midtown Exchange as well as aesthetic, greening, and community improvements. A route was

proposed that followed 12th Avenue from 24th Street south to Andersen Lane, jogging west one block to 11th Avenue, 11th Avenue south to Powderhorn Park, and trails through the park linking up with 11th Avenue south of the park. Roadway cross sections depicted scenarios to accommodate auto traffic, parking, bike lanes, sidewalks, and boulevard strips with turf or other plantings all in the public right of way. Concept D showed the removal of parking from one side of the street to provide a two-way bikeway to the outside of the roadway curb, with sidewalks retained on both sides of the street. A stated benefit for this concept was the separation from auto traffic for children and family bikers. All other options showed bicycling accommodations on-street, whether using painted lanes or shared space with autos. Additional recommendation were made for intersection and mid-block treatments (bump outs and greening), grander and greener entrances at parks, schools, and the Midtown Greenway, and softening parking lots edges with custom fencing and rain gardens.

In March 2010 the City of Minneapolis approved its long-term streetcar network (see Figure 4). Based on past experience in Minneapolis and other cities, fixed rail projects such as Light Rail Transit and streetcar lines can be expected to attract increases in building density and generate additional demand for bicycle and pedestrian improvements.

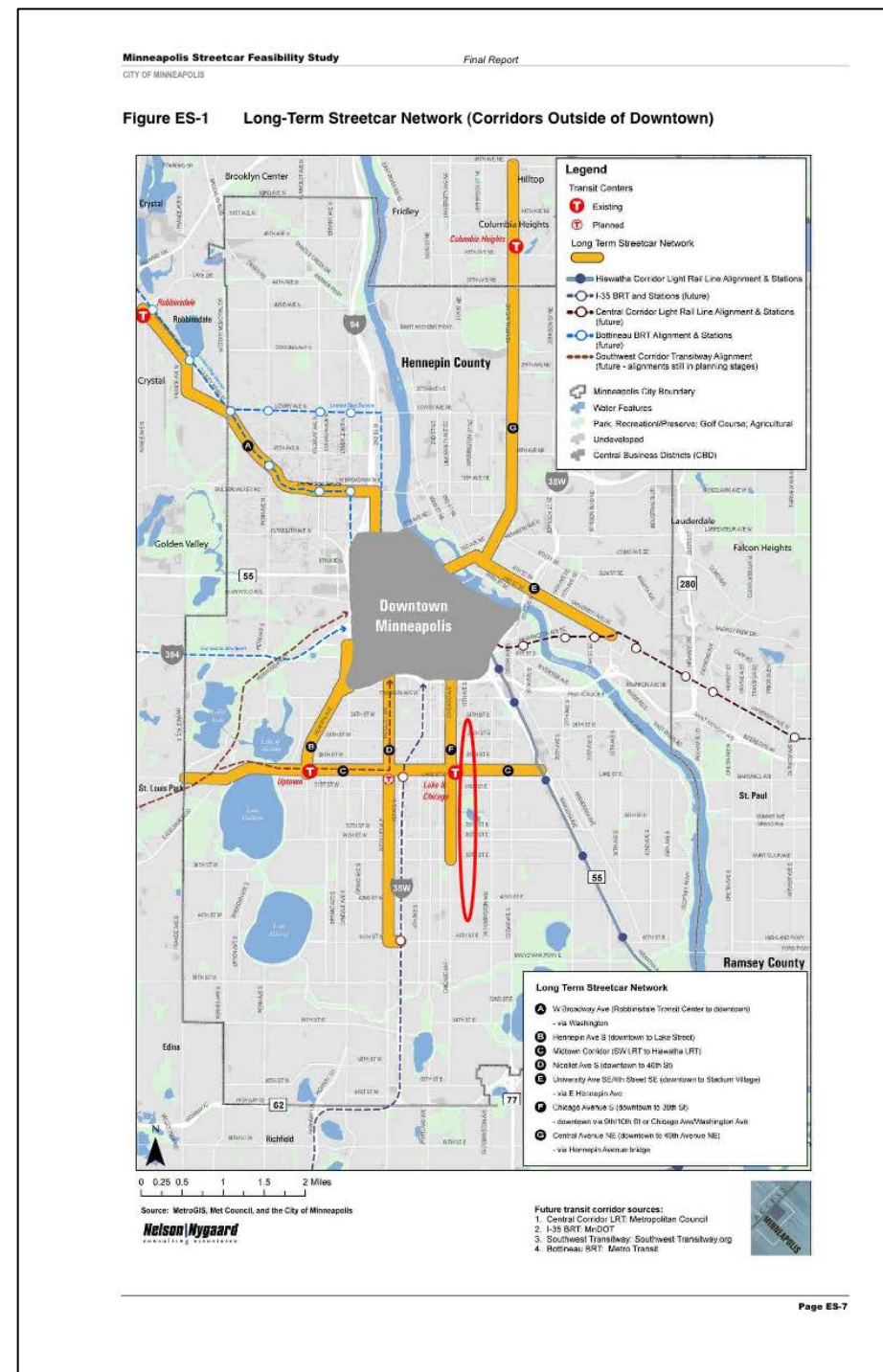


Figure 4 – City of Minneapolis-adopted Long-term Streetcar Network. Study area shown in red. Source: http://www.minneapolismn.gov/publicworks/transplan/comp/publicworks_trans-plan_streetcarstudy

Existing Conditions

Roadway Context

10th Avenue

10th Avenue in this study area is considered classified as a local neighborhood street. Based on field observations and discussions with transportation officials, traffic volumes are low and consistent with a residential neighborhood street from 24th Street to 26th Street and south of Lake Street. Traffic volumes are much higher from Lake Street to 26th Street because of several key adjacent land uses including Abbott Northwestern Hospital, Children’s hospital, Hans Christian Andersen School, and Midtown Exchange. Recorded traffic volume data for 10th Avenue is not available at this time.

10th Avenue is not a continuous street for motorized traffic from 24th Street to 44th Street. There is a cul de sac just south of Lake Street and a break in the street just north of 34th Street. However, and most importantly, because of connections still provided for non-motorized users at these breaks in the street, the street does serve bicyclists and pedestrians continuously for all 16 blocks in this study area. Furthermore, bicyclists and pedestrians can use a signal at the intersection of Lake Street, the busiest cross-street in the study area.

10th Avenue south of Lake and north of 26th Street is lined primarily by single family homes. From just north of 32nd Street to 34th Street, Powderhorn Park occupies the eastern side of the 10th Avenue corridor.

Commercial usage (Midtown Exchange, parking ramps) and institutional uses (hospitals, school) dominate the segment of 10th Avenue from Lake Street to 26th Street. Two half-block segments of residential use on the east side of 10th Avenue also exist just north and south of 28th street. Also on the east side and 26th Street south to Andersen Lane are Hans Christian Andersen School and Stewart Park which occupy 1.5 blocks north-south two blocks east-west.

Sidewalks are provided on both sides of 10th Avenue throughout the study area from 24th Street to 40th Street, except for a segment with only one sidewalk where the roadway is discontinuous between 33 ½ Street and 34th Street. The Midtown Greenway crosses 10th Avenue at 29th Street and there is a key connection to the Greenway on the east side of the street.

Almost all of 10th Avenue from 24th Street to 40th Street is 32’ wide from curb face to curb face. There is a short piece from Lake Street to the bridge crossing of the Midtown Greenway that is 26 feet wide, but parking is prohibited for that stretch. Parking is generally allowed on both sides of 10th Avenue for most of the street length contained in this study area. From the bridge over the Midtown Greenway to 600’ south of 26th Street parking is allowed only on the east side of the street and

there are restricted hours. Parking is permitted for the 600' just south of 26th Street but only on the west side of the street. Several parking ramp driveways are also located on the stretch of 10th Avenue from Lake Street to 26th Street on the west side of the street primarily serving the aforementioned hospitals.

11th Avenue

11th Avenue in this study area is classified as a local neighborhood street. The street does not run continuously from 24th to 44th Street. There are two major breaks, one at Stewart Park/Andersen School and the second at Powderhorn Park. Based on field observations, previous studies, and discussions with transportation officials, traffic volumes are low for its entire length from 24th Street to 40th Street. Because of the breaks in the street, traffic volumes are likely to be even lower than many of the parallel residential streets in the neighborhood.

Except for some minor commercial usage at the intersection of Lake Street, single family residential use is by far the most common land use along this street.

Sidewalks are provided on both sides of the street for its entire length in the study area. However, where parks form breaks in the street, sidewalks continue but are circuitous and/or hilly. Because of how the Hans Christian Andersen School is situated, pedestrians must travel west or east one block and use the sidewalks on 10th or 12th Avenues to maneuver around the school, and the sidewalks continuing from 11th Avenue through Powderhorn Park travel west and encounter hills (see Figure 5). The Midtown Greenway crosses underneath 11th Avenue at 29th Street and there is a key connection to the Greenway on the west side of the street.

Although 11th Avenue is segmented in the study area, it is uniformly 30' wide for all its segments from 24th to 40th. Parking is permitted on both sides of 11th except for some minor prohibitions north of Lake Street and on the bridge leading over the Midtown Greenway. Parking utilization is high from 31st Street to 24th Street, but most is low turn-over.

12th Avenue

12th Avenue in this study area is classified as a local neighborhood street. The street does not run continuously from 24th to 44th Street. There is a major break at Powderhorn Lake Park. Bicyclists and pedestrians heading southbound can continue through the park on numerous sidewalks, but must travel uphill either west or east and beyond the longitude of 11th Avenue or 13th Avenue, respectively, to get around the ball fields and lake that occupy the center of the park. Based on field observations, studies, and discussions with transportation officials, traffic volumes are low and consistent with a residential neighborhood street its entire length from 24th Street to 44th Street.

Except for some minor commercial usage at the intersection of Lake Street and another commercial building just to the north of the Midtown Greenway, single

family residential use is the most common land use along this street. Multi-family housing is scattered along this street as well.

Sidewalks are provided on both sides of the street for its entire length in the study area. Where Powderhorn Park forms a break in the street, sidewalks continue through the parks uninterrupted, although they trace a circuitous and hilly route for north/south travel. The Midtown Greenway crosses 12th Avenue at 29th Street but there is no access point to the below-grade Greenway here. Bicyclists and pedestrians need to use 11th Avenue or 13th Avenue as the nearest connection points to the Greenway on the west side of the street. There is no signal to cross Lake Street.

Almost all of 12th Avenue measures 31' wide from curb face to curb face. Parking is allowed on both sides of 12th Avenue, except for sections adjacent to the Hans Christian Andersen School where there are parking restrictions on school days.

Motorized Traffic Observations

Motor vehicle volumes are relatively low on all three of these streets and consistent with traffic found in moderate to higher density residential neighborhoods, with the aforementioned exception on 10th Avenue from Lake Street to 26th Street. Traffic volumes on cross-streets are moderate to high at the intersections of 26th Street, 28th Street, Lake Street, 31st Street, 35th Street, 38th Street, and 42nd Street. By far, Lake Street has the highest traffic volumes with approximately 21,600 vehicles per day near the intersections at 10th, 11th and 12th Avenues. Of the others, only 26th Street and 28th Street have volumes near or exceeding 10,000 per day, with approximately 14,000 vehicles per day on 26th Street and approximately 9,700 vehicles per day on 28th Street. Lake Street is a barrier for non-motorized crossings at unsignalized intersections.

Bicycling Observations

Bicyclist volumes are likely to be slightly higher than the city average due to higher densities and proximity to important and bikeable destinations such as downtown Minneapolis and the U of M campus. Additionally, several key destinations are located within the study area, neighborhood commercial uses exist within easy reach, and an excellent connection to the Midtown Greenway is provided in the center of the study area.

Judging by the bicycle crash map provided in the city's 2011 bike plan, bicycling along these streets appears to be relatively safe. There were a total of 11 reported bicycle crashes between motorists and bicyclists from 2005 to 2008. These crashes were scattered along all three streets; only two intersections had more than one crash – 24th Street at 11th Avenue and Lake Street at 12th Avenue.

None of these streets were marked or signed as bikeways.

Pedestrian Observations

Pedestrian travel was observed to be considerable along Lake Street at or near the intersections with these three streets. Heavier than average pedestrian volumes were observed from Lake Street to the Midtown Greenway, especially along 10th Avenue.

Sidewalks are present on both sides of the roadway for all streets. The sidewalks are typically 5 to 6 feet in width separated from the adjacent roadway by a 6 to 8 foot tree lined planting strip. However, the planting strip is narrower on 10th Avenue between 29th Street and Lake Street and there the sidewalks have no separation on the bridges leading over the Midtown Greenway. The sidewalks are generally in good condition. The provision of crosswalk markings is rare along the three streets except where these streets cross collector and arterial streets such as Lake Street or other busy roadways, or cross to the Hans Christian Andersen School.



Figure 5 – Sidewalk continuation of 11th Avenue through Powderhorn Park

Transit Observations

None of these three streets has transit routes located on it. Three cross-streets are served with transit lines: 26th Street, 28th Street, and Lake Street. The buses on 26th and 28th Streets are infrequent and the buses on Lake Street are defined as 'high frequency'.

Public Engagement Process

During October and early November 2012, five house parties were conducted as feedback sessions in the living rooms of host families in the study area. People who attended the house parties were not selected at random. To identify individuals or families to host the parties, people who use bicycles for transportation or who have been involved with the Midtown Greenway project were asked if they would be willing to conduct one party each. The hosts were then asked to invite their neighbors for a 1.5 hour long party. The parties ranged in size from four to eleven,

excluding the presenter/facilitator. At each party, participants were asked to visualize their ideal future by sharing preferences for what Minneapolis should look like in 100 years, and how people should travel about within the city. A PowerPoint presentation was provided to explain the planning context for a new north-south greenway. This included a quick look at current bicyclist traffic volumes in the vicinity, improvements called for in bike plans and a greenways plan, and city planning documents suggesting upcoming increases residential and commercial density in the area. Three treatment options were presented including a full greenway, a bike boulevard, and a half and half treatment. Participants were asked to share preferences from among these options for long-term treatments in order to identify optimal solutions. They were then asked to share preferences for mid-term treatments (for implementation ten years from now). Route preferences were discussed for the two-mile-long corridor and each group shared additional knowledge and interests for the segment of the corridor where they live. These discussions were recorded in Word documents during the house parties. Finally, participants completed four-page written surveys and some of them also filled out optional contact information cards to be involved as work on this proposed greenway continues.

In addition to the house parties, an abbreviated presentation was provided at the annual meeting of the Major Taylor Bicycling Club¹, an African American group. Participants were asked to complete brief response cards with seven questions, and were also given the option of filling out contact information cards to continue their involvement with this project. Prior to the commencement of this project but relevant nonetheless, in 2011 an outreach process including workshops hosted by various community organizations was undertaken in north Minneapolis related to a potential greenway there. Feedback from that outreach process provides some interesting comparisons with the feedback from the outreach process related to a potential greenway in south Minneapolis.

Feasibility Assessment

Bicycling Patterns

Two of the three avenues have north-south connection challenges brought on by the presence of Powderhorn Park and Stewart Field/Andersen School. Although the

¹ The group is named after an African American bicycle racer, Marshall Walter Taylor, who became the American bicycling sprint champion three times and won the world title in the 1-mile sprint in 1899.

park, school, and field act as barriers for bicyclists traveling longer distances to the north and south, they act as destinations themselves, primarily for local trips. They also serve to limit motor vehicle traffic volumes contributing to a more comfortable bicycling environment.

According to past and current bicycle plans and studies, bicycle travel in the north-south direction to downtown and the U of M campus is significant. According to the 2011 Minneapolis Bicycle Master plan, "It is estimated that there are 15,000 bicyclists traveling throughout the city on an average spring, summer, or fall day. Over 50% of bicyclists within the city are destined for the U of M and 25% of all bicyclists are destined for Downtown Minneapolis." The number of cyclists estimated in the plan is likely to be conservative since according to the U. S. Census American Survey over 8,000 trips are made to work just by city residents and that does not include the return trips to home or trips made for other purposes. According to actual bikeway counts made for Portland and Park bicycle lanes, bicyclists number between 500 and 1,000 per day, while counts for the 11th Avenue bike lanes average between 250 and 500. From a geographical standpoint, it is understandable that the Portland/Park bike lanes draw larger numbers of cyclists since they provide a more direct link to the center of downtown, and cyclists likely experience less delay crossing busy streets as compared to 10th, 11th, or 12th Avenues.

According to population densities, the area south of downtown and north of Lake Street (between Nicollet Avenue and Bloomington Avenue) has some the highest population densities in the city. In addition to current bicycle counts available from the city, the city's bike master plan includes a map showing bicycle commuter patterns that are older than 11 years. It reflected relatively high bicycle commuter usage north of, and immediately south of, Franklin Avenue. Bicycle commuting was also high south of Lake Street in the Powderhorn Park neighborhood.

Some of the major movement patterns affecting this corridor are:

- The current Portland/Park bike lanes are important and significant carriers of bicycle traffic to downtown
- The 10th, 11th, and 12th Avenues corridor (as they connect to the 11th Avenue bike lanes) provide a less heavily traveled connection to downtown
- North-south bicycle travel to the east of the 10th, 11th, 12th Avenues corridor is likely to be destined more directly to the University via a route on the east side of Hiawatha Avenue, with the exception of bicyclists using the Hiawatha LRT Trail which heads northwest by the U of M west bank campus on its way to downtown. Trips originating in these eastern neighborhoods and destined to downtown are likely to use the 11th Avenue bike lanes or the Hiawatha LRT Trail, depending on their origin and destination.

- Although bicycle travel is significant to downtown and the University, major generators also exist on 10th Avenue including Children's hospital, Abbott-Northwestern Hospital, and Midtown Exchange.
- A planned bicycle boulevard to be completed in 2013 on 17th Ave S connecting to Richfield may also change bicycling patterns through this area and attract new users.

In very broad terms, 10th Avenue currently serves the north-south movement of cyclists along and just to the west of itself, stretching to the area served by the bike lanes on Park and Portland. 12th Avenue serves the north-south movement to the east of Andersen school/Stewart field and Powderhorn Park. Because of the proximity of the Park/Portland bike lanes and the fact that these bike lanes ultimately also serve downtown, but connect closer to the center of downtown than the 11th Avenue bike lanes, the number of potential bicycle trips likely to exist along 10th Avenue is limited to just a few blocks to the west of itself unless a bicycle facility is constructed here that surpasses the Park and Portland bike lanes in terms of travel times, safety, and pleasant user experiences. Under current conditions, cyclists who reside west of 10th Avenue, are destined to downtown, and are comfortable riding in bike lanes adjacent to relatively high traffic speeds and volumes will likely use the Park/Portland bike lanes.

Most cyclists originating from Midtown Phillips and East Phillips (the area from Lake Street north to 24th Street, and from Chicago Avenue east to Hiawatha Avenue) and destined to downtown, will find their way to the 11th Avenue bike lanes to cross over I-94 and into downtown. The low traffic avenues parallel to 12th Avenue serve them well traveling north to 24th Street or 22nd Street where many of these avenues become discontinuous. Cyclists with destination in the eastern or northern parts of downtown, along the riverfront, or in northeast Minneapolis, are likely to choose routes that include the existing 11th Avenue and 2nd Street South bike lanes, as these streets carry less traffic and circumvent the core of downtown.

There are 6 blocks between 12th Avenue and the soon to be opened bicycle boulevard on 17th Avenue. Bicyclists living in this 6 block wide area and north of Powderhorn Park, or traveling from places in this area and destined to downtown, are likely to travel to the bike lanes starting at 11th Avenue and 24th Street. A bikeway along 12th Avenue from Powderhorn Park to 24th Street could help facilitate this movement and help bicyclists align themselves with the bike lanes on 11th Avenue if it provides a better service than parallel avenues (for example, fewer delays at cross streets). A future bike boulevard on 17th Avenue will capture cyclists originating from further east. On the west side of the park, 10th Avenue provides a more direct connection and serves the population south of the park, and perhaps southwest of the park and the southern suburbs, depending on the relative attractiveness of 10th Avenue as compared to the Park/Portland bike lanes.

Treatment Options

Full Greenway

Although the definition for a greenway varies in different parts of the U.S. and the world, for our purposes, a full greenway is a linear park used for non-motorized transportation and where motorized traffic is generally not allowed. The benefits of a full greenway, depending on how it is designed, can include:

- Fast, safe, and pleasant bicycling and walking
- More public open space that is not dedicated to cars, and can be used for green space, gathering space, play areas, native landscapes, or growing food
- Improved ability to manage surface water on site
- Cleaner air
- Potential improvements in property values

Figures 6 and 7 show before and after renderings of what a full greenway would look like if developed on an existing city street.

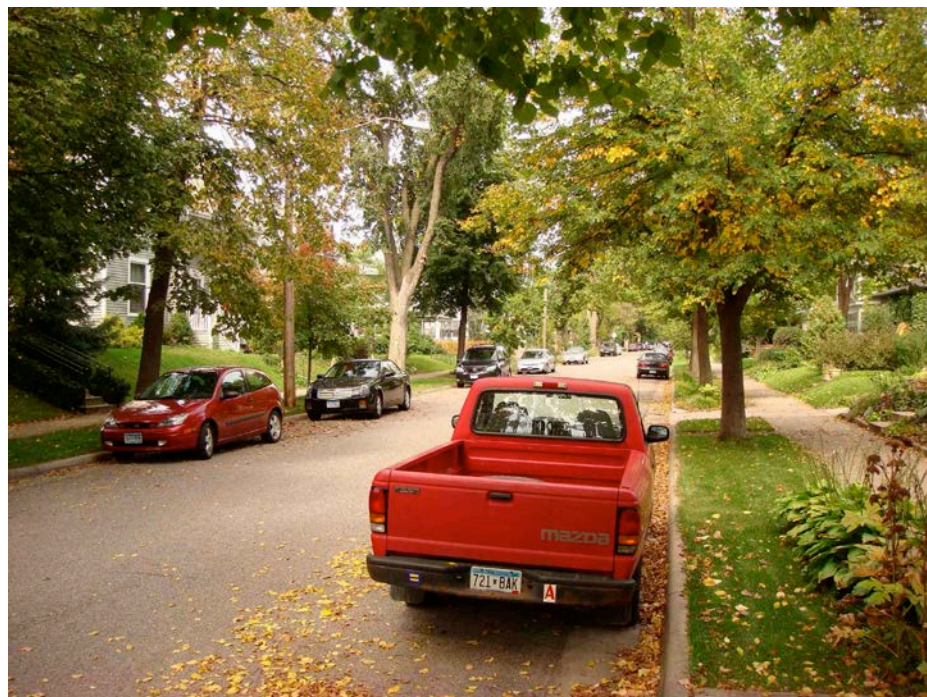


Figure 6 – Photo of a typical Minneapolis avenue before a full greenway treatment.



Figure 7 – Rendering showing what a full greenway treatment would look like superimposed on the preceding photo. Courtesy of Twin Cities Greenways.



Figure 8 – Rendering showing how a full greenway treatment would replace a roadway with green space and a two-way bikeway, with sidewalks remaining. Alleyway access is not shown but would remain behind the houses fronting the greenway. Image courtesy of Transit for Livable Communities and Community Design Group.

Minneapolis has received national recognition for several existing greenways. . They are each unique in terms of design and surroundings, and how they are used. See Figures 9 through 11.



Figure 9 - The Midtown Greenway, Minnesota's busiest off-road bikeway. It passes east-west nonstop through the study area in a 20-foot-deep gorge that runs adjacent to 29th Street. This greenway features wide biking lanes, a separate walking lane, lighting, winter snow plowing, and 24/7 hours of operation.

One of the challenges with creating a greenway on the alignment of an existing roadway is the treatment of intersections so as to offer a continuous travel opportunity. The Midtown Greenway does not encounter this challenge because it is grade-separated from cross streets most of the way across the city. If trail users along the Midtown Greenway were required to stop every few blocks, their experience would be fundamentally different and the trail would not likely attract the large volume of users that it does. Replicating this high level of service on a surface route the crosses a street every block can be done in a variety of ways, including:

- Close some cross streets at intersections
- Stop signs for cross streets, not for greenway trail traffic
- Underpasses or overpasses, such as at Lake Street or other busy roads
- Traffic Circles (planted areas in the center of intersections)
- Plazas where all users share unmarked space and everyone simply slows down

- Lights timed for cyclists traveling at a constant speed
- Raised Intersections prioritizing greenway travel



Figure 10 – 37th Avenue North Greenway in Minneapolis. Constructed in 2011 by replacing a roadway with a trail and storm water gardens.

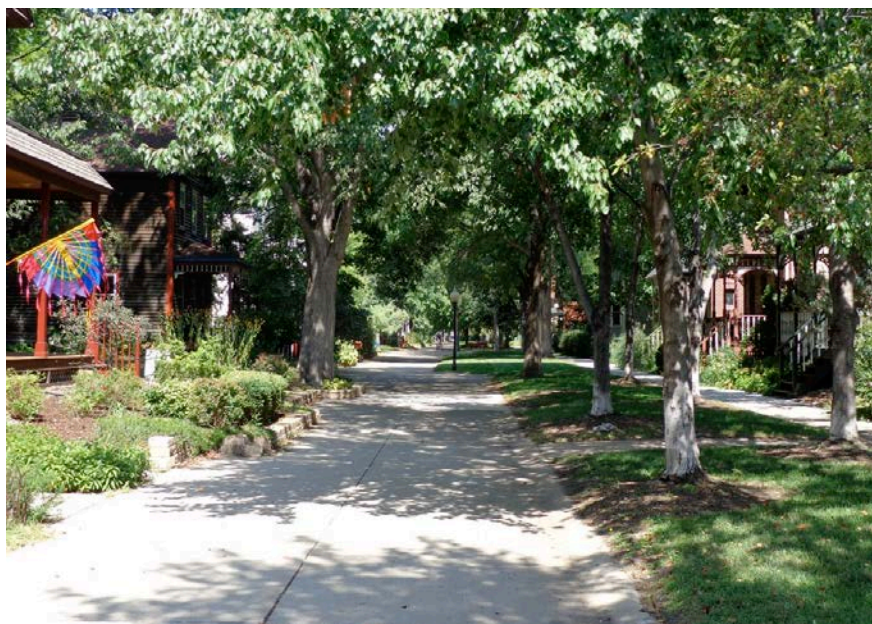


Figure 11 – Milwaukee Avenue Greenway in Minneapolis. Houses were constructed here beginning in the 1880s. The roadway was removed in the early 1970s

Another challenge with constructing a full greenway treatment along the alignment of an existing roadway is what to do with the cars that currently drive and park there. Most streets in Minneapolis are paired with alleys and garages behind the houses, thereby offering a way to arrive at individual addresses by car. The vehicles of guests or overflow parking that cannot be accommodated in garages or driveways could be accommodated in parking areas at the ends of the blocks, as is done along the Milwaukee Avenue Greenway. For destinations that do not have alley access, creative solutions would need to be pursued and perhaps paid for out of a capital budget for the given greenway. The full greenway treatment would also require some changes in procedures for package delivery, furniture delivery, the location of temporary dumpsters during rehab or construction projects, and the like. These challenges have all been successfully addressed on the Milwaukee Avenue Greenway to the point where the property values are higher than on surrounding blocks, suggesting that any drawbacks are more than compensated for by the attractive setting this car-free avenue provides.

Bicycle Boulevard

The bicycle boulevard treatment maintains a roadway for motorized traffic but creates a somewhat more comfortable environment for bicyclists by decreasing car traffic volumes and speeds while improving crossings for bicyclists See Figure 12.



Figure 12 – Bicycle Boulevard treatment showing a traffic circle in the intersection to slow down motorized traffic. Image courtesy of Transit for Livable Community and Community Design Group.

The 40th Street Bike Boulevard in Minneapolis, also called the River Lake Greenway, is treated in this way with bike boulevard icons and lettering on the roadway each block, and occasional diverters to disallow motorized through traffic at selected intersections (see Figure 13). A variety of tools can be used to slow the speeds of motorized traffic, including chicanes (curb bump-outs mid-block), traffic circles

(planted areas in the center of intersections), and other tools. Slowing traffic with physical cues rather than signage is more effective. To afford a continuous travel experience for bicyclists on bicycle boulevards, stop signs are repositioned to stop traffic on cross streets where possible, while allowing nonstop travel along the bicycle boulevard. Providing safe crossings of busy intersections with minimal delays can often be a challenge for bike boulevards just as it is for full greenway treatments, although challenges can be mitigated in a variety of ways. For bicyclists who do not want to ride on roadways, including children and some adults, bike boulevards are generally not as welcoming as off-street trails, such as would be provided by a full greenway treatment.



Figure 13 – 40th Street Bicycle Boulevard in Minneapolis with a diverter for motorized traffic. This location is in the study area.

Half and Half

In locations where an off-road bicycling experience is desired but a full greenway treatment is not supported as a next step, the half and half treatment replaces part of the roadway (and perhaps one of the sidewalks) with green space and a two-way bikeway. This treatment entails removing about 50% of the existing roadway and replacing it with linear green space that includes a two-way bikeway. See Figure 14. The half and half treatment offers an off-road trail to accommodate children on bicycles and other cyclists who do not want to share a roadway with cars, while maintaining roadway space for car travel or parking. The narrowed roadway allows enough space for a one-way lane of traffic and a lane for on-street parking. The half and half solution might be thought of as an interim treatment until such time when a substantial majority of residents on the block would like to create a full greenway and essentially turn the street into a linear park.



Figure 14 – Half and Half treatment. Image courtesy of Transit for Livable Communities and Community Design Group.

Redundancy with Planned Parallel Routes

Based on answers to survey questions at the house parties in the study area, as well as in north Minneapolis, 40% to 50% of respondents would like to live directly on a greenway. In north Minneapolis, the question did not specify a full greenway. In south Minneapolis, the survey question did specify a full greenway treatment. If responses from the population at large were to be similar, there appears to be a demand for roughly one in every two or three blocks in Minneapolis to be converted to greenways. While this may not be feasible as long as the predominant mode of travel is by car, survey responses suggest that the eventual development of parallel full greenways several blocks apart could be supported. The closest avenues to our study area for which promising greenway treatments have already been proposed, according to the City of Minneapolis Bicycle Transportation Master Plan, are Pleasant Avenue (17 block west), and 17th Avenue (eight blocks east), a spacing that seems supported by survey responses.

Route Options

A key consideration when planning the potential greenway routes through the study area is the route cyclists will take when continuing north to downtown, or to destinations south of the study area, such as in Richfield or Bloomington, suburbs to the south. The bike lane on 11th Avenue heading north from 24th Street crosses I-94 to take cyclists into downtown. To connect with these on-street bike lanes, all routes in the study area must connect in some way to the intersection of 24th Street East and 11th Avenue south. For bicycling through-traffic heading south, St. Mary’s Cemetery, Minnehaha Creek, Highway 62, and I-494 are all barriers that must be

circumvented or crossed using a bridge. The only route that currently offers passage across all these barriers is Portland Avenue, which runs parallel to 10th Avenue six blocks to the west. If the new north-south Greenway through the study area is to align with Portland Avenue somewhere north of Highway 62, then it will make sense for the route to travel around the west side of St. Mary’s Cemetery rather than around the east side of the cemetery. This broader pathway can be seen in Figure 1, the Twin Cities Greenway map of proposed greenways in Minneapolis.

Barriers within the study area include Stewart Park and Andersen School where a 1.5 block stretch of 11th Avenue is missing south of 26th Street. Powderhorn Park is the only other barrier that interrupts the street grid. Both 11th and 12th Avenues discontinue where they meet the north edge of this park and pick up again at 34 ½ Street (for 11th Avenue) and at 35th Street (for 12th Avenue).

For discussion purposes, three route choices were put forward and labeled on a map. See Figure 15.

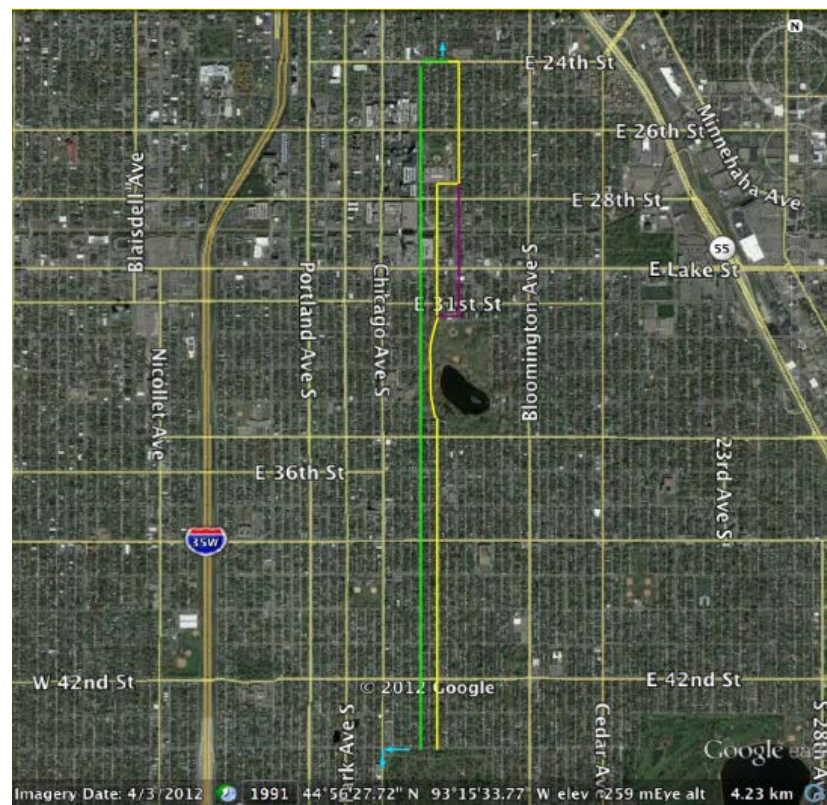


Figure 15 – Route options A (shown in green), Route B (shown in yellow), and Route C (an altered route B that follows 12th Avenue as far south as Powderhorn Park, shown in magenta between Andersen Lane and Powderhorn Park, and otherwise shown in yellow).

Route A

Route A follows 10th Avenue South for the entire north-south length of the study area (from 24th Street on the north to 44th Street on the south). Currently, bicyclists can ride continuously on 10th Avenue for this two-mile stretch even though the roadway is discontinuous for motorized traffic due to a diverter just south of Lake Street, and public land that interrupts the street between Wilder School and Powderhorn Park just north of 34th Street (see Figures 16 and 17, respectively).



Figure 16 – Traffic diverter on 10th Avenue south of Lake Street, looking north.



Figure 17 – Public land adjacent to Wilder School that acts as a traffic diverter on 10th Avenue at 34th Street, looking north.

The route passes directly by the following frequented destinations: Children’s Hospital, Abbott Northwestern Hospital, and Midtown Exchange with its housing, corporate headquarters, and the Midtown Global Market. 10th Avenue forms the western border of Powderhorn Park from roughly 31st Street to 34th Street. A disadvantage of 10th Avenue is the sometimes-congested 2600 and 2700 blocks alongside Abbott Northwestern Hospital. Current use would render a full greenway treatment infeasible, and even a one-way street could be problematic for motorists and ambulances needing quick access to the emergency entrance to the hospital. Two possible solutions to provide an off-street cycling experience here include the removal of parking and installation of a two-way bikeway, or putting the bikeway

where the sidewalk now exists on the west edge of Stewart Park. The latter solution would require a new sidewalk likely a little farther east inside the park in order to replace the sidewalk displaced by the bikeway. Another problem block on Route A is the 2900 block between the Midtown Greenway and Lake Street. 10th Avenue is 26' wide here, there is no on-street parking to consider trading away, and there are entrances and exits serving a five-level parking structure. A possible solution here could entail a change to one-way traffic and a buffered two-way bikeway in the space that is freed up.

The issues above as well as additional issues relevant for making comparisons and evaluations of Routes A, B, and C are presented in Table 1.

Table 1. Comparison of Routes A, B, and C (parameters of given route options that are more favorable relative to the other route options are shown in green, parameters neither better or worse are shown in yellow, and relatively less favorable parameters are shown in red)			
	Route A (10 th Ave)	Route B (12 th /11 th)	Route C (12 th , 11 th)
Lake Street crossing	Stop light to facilitate crossing	Stop light to facilitate crossing	Lake Street traffic is not controlled
Hills	Gradual hills at 25 th and 41 th Street	Gradual hill at north edge of Powderhorn Park, steep hill at 41 st St	Steeps hills at north edge of Powderhorn Park and at 41 st St
Motorized traffic congestion	High during peak hours on 2600 and 2700 blocks	Low	Low
Proximity to major destinations	Offers direct service	Passes one block away	Passes two blocks away
Provides access to the Midtown Greenway	Yes	Yes	No
Directness of route	Direct	Less direct	Less direct
Alignment relative to southern continuation around west side or cemetery	Most westerly of the routes	One block farther east than 10 th Ave	One block farther east than 10 th Ave
Current on-street parking utilization	High utilization on selected blocks	High utilization on selected blocks	High utilization on selected blocks
Existing traffic diverters	Two	One	None
Curb to Curb roadway width	32 feet (26' on the 2900 block)	30 feet	Primarily 31 feet

Route B

Route B avoids the traffic congestion found during peak periods on the 2600 and 2700 blocks of 10th Avenue, but it is more circuitous and therefore perhaps less likely

to be used by through cyclists than 10th Avenue. Also, this route (as proposed) would travel through Powderhorn Park following a curving and hilly route where faster bicycle through-traffic could present safety issues for other park users. In the past the Minneapolis Park Board has been resistant to bikeways through the parks for transportation purposes. Route B offers safe passage on 12th Avenue for children traveling to the Phillips Community Center.

Route C

This route has many of the same advantages and disadvantages of Route B, with the additional disadvantages of an uncontrolled crossing of Lake Street and a lack of access to the Midtown Greenway.

Double Route

In order to serve bicycling through traffic as well as local bicycle and pedestrian traffic, a combination of Route A (10th Avenue) with an additional treatment parallel to it on 12th and 11th Avenues could meet all needs. The parallel greenway would follow 12th Avenue from 24th Street south to Andersen Lane where it would jog west to 11th Avenue and continue south to Powderhorn Park. Unless changes are made to eliminate the need for parking ramp access on the 2900 block of 11th Avenue, similar to the 2900 block of 10th Avenue, this one block may require a treatment that continues to allow at least localized auto access in for foreseeable future. Another challenge with this idea is the currently very high utilization rates for on-street parking on the 2900 block of 11th Avenue during business hours, and on the 3100 block for overnight parking. A traffic impact analysis would be required to determine whether full greenways two blocks apart would be too disruptive. If needed, half and half treatments on 10th and 12th Avenue could be pursued from 24th to 26th Street with the avenues changed to one-way streets for motorized traffic as opposed to vacating them to motorized traffic, and creative uses of public lands on the 2600 and 2700 blocks of 10th and 12th Avenues along Stewart Park and Andersen School could afford two-way motorized traffic with an adjacent off-road two-way bikeways.

Public Feedback

Feedback from the house parties—both the discussions and the written surveys—is discussed first, followed by results from the Major Taylor Bicycling Club event. Relevant feedback from previous north Minneapolis workshops regarding greenways is interspersed where comparisons provide insights. Numeric results for multiple choice questions and transcriptions of answers to open-ended questions are presented in Appendix A for house party discussions, Appendix B for house party written surveys, and Appendix C for the Major Taylor written surveys.

House Party Discussions

House party participants were asked to think far into the future to describe the character of Minneapolis as they think it should be in 100 years. This question encouraged participants to visualize their ideal future rather than get bogged down

in the challenges related to achieving it. Consistent from group to group was an interest in **sustainability**, which was mentioned at four out of five house parties. Other common interests included: **better public transportation; parks, gardens and green spaces; and to a lesser extent, social equity and vibrant outdoor spaces**. The second question asked participants to describe how people should get about within Minneapolis 100 years from now. The groups' visions for transportation in 100 years were very consistent. All five groups called for **more walking and/or biking with a strong desire for better walkability, as well as better public transit such as subways, LRT, trolleys, etc. (with a focus on carbon-free energy sources)**. **Travel demand reduction through urban planning to cluster residences and common destinations was mentioned by four of five groups**. Some of the additional stand-alone comments included greenways that are grade-separated for nonstop travel and an iceway in the winter to allow ice skating for transportation.

When asked about the preferred treatment for a new greenway thinking 100 year ahead, the **full greenway treatment was preferred over the half and half treatment by about four to one**. Only one person liked the bike boulevard treatment for 100 years from now. Interest in the full greenway treatment was often accompanied by other statements, for example one group wanted to allow cross traffic to get through rather than closing cross streets, and another group preferred the full greenway treatment if there were tiny vehicles like covered golf carts so that non-cyclists could share the greenway trail with bicycles.

When asked about the preferred treatment for a new greenway thinking 10 years ahead, as a step towards a 100 year vision, there was general consensus to pursue **full greenways on blocks where there is support**, the half and half treatment as the next best option, and bike boulevards where these other two options are not supported. A greenway in the study area could be **phased in on individual blocks** that are converted as block-by-block support is gained. However, there was much interest in **learning more details and seeing more study** on the matter. One person suggested full greenways on about one street out of ten so that everyone in the city who wants to live on one could be accommodated. Another person suggested digging up the streets to put **parking below and a greenway at street level**.

A discussion of routes resulted in Route A being favored strongly by three groups. One group favored 11th Avenue, although this was largely due to the fact that most of the workshop participants lived on 11th Avenue and they wanted full greenway treatments on their own blocks. One group was undecided, and expressed concerns about the challenges of getting any kind of a greenway treatment through on the **2600 and 2700 blocks of 10th Avenue**.

House Party Written Surveys

As a result of targeting bicyclists to host the house party feedback sessions, the written survey responses from these parties show that 33% of respondents often use

bicycles for transportation to work or school in the summer, and about 92% of them ride a bicycle at least weekly in the summer. This is much higher than the 13% of north Minneapolis respondents who report that they often bike to work (55% of whom bike at least weekly in the summer). It can be presumed that North Minneapolis respondents' involvement in greenway workshops was not due to a strong interest in bicycling or greenways as was the case for most of the south Minneapolis house party participants. Organizers indicated that many of the north Minneapolis respondents were involved due to their affiliation with a school or organization that cooperated in hosting a workshop, therefore those respondents may be more likely to represent residents at large than the south Minneapolis participants. That said, the north Minneapolis respondents were more frequent walkers to work or school, at 21% compare with 16% for south Minneapolis house party respondents. Yet, only 27% of the north Minneapolis respondents walk every day or almost every day for recreation or transportation, as compared to 52% of the south Minneapolis house party respondents who walk every day. The south Minneapolis house party respondents are already familiar with the concept of a greenway, with 88% of them using the Midtown Greenway weekly or more often during summer months.

Most of the things the house party participants liked about the new greenway concept fell into three categories: **improved infrastructure for biking, especially related to safety; green space and beauty; community building and quality of life.** Most of the things people disliked about the new greenway concept fell into two categories: 1) less space for car travel or parking; and 2) the impacts of many fast cyclists in terms of safety or commotion.

Four common ways that respondents suggested improving the greenway concept included: the pursuit of **more greenways so that each greenway carries less bike traffic as compared to there being only one north-south greenway;** more study of the concept such as an economic analysis or looking at how greenways integrate with our larger transportation system; pursuit of a **smooth transition towards bikes from cars; speeding up the whole process to get a greenway in** as soon as possible; and a call for **additional community engagement.**

All but one of the house party written survey respondents agreed or strongly agreed that a new north-south greenway would be an asset to their community, with the one outlier stating no opinion. Regarding perceptions of how well a full greenway would be received by their neighbors, **50% of respondents believed that most of their neighbors would want to live on a full greenway block. When reporting on their own interests, 50% of survey respondents stated that they would want to live right on a full greenway block (see Figure 18).** Even though the north Minneapolis respondents are not predisposed to bicycling, as are most of the south Minneapolis respondents, **40% of the north Minneapolis survey respondents** at workshops conducted in 2011 would want to **live on a greenway.**

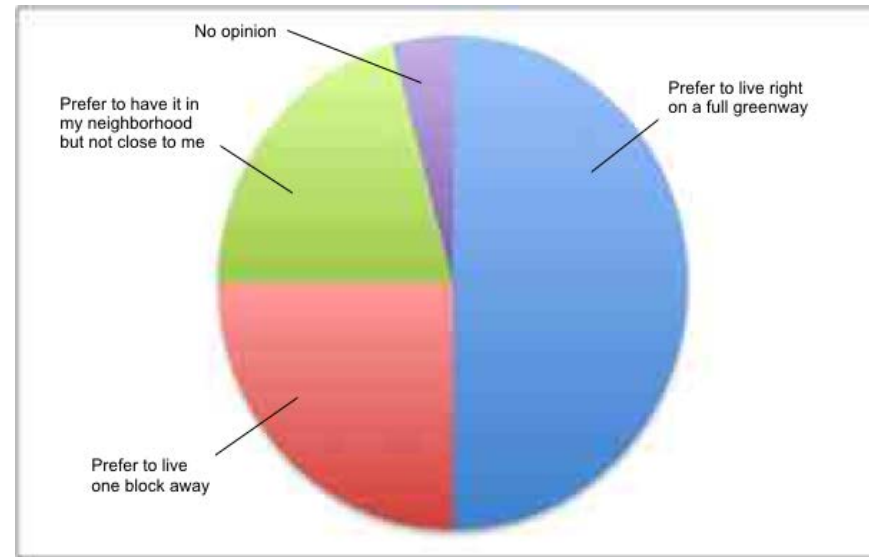


Figure 18– Responses to the house party written survey question asking where respondents would want to live “...if a new north-south Full Greenway were to be developed:” Note: no one selected the answer “I would not like it to be anywhere near me or my neighborhood.”

All but one house party respondent felt that the pursuit of a new north-south greenway in south Minneapolis was important. Most of the reasons respondents stated for why it is important fell into five categories: **a greener more sustainable future; better biking infrastructure (especially a better route to downtown); livability; health; social interaction.**

Major Taylor Bicycle Club, Brief Written Surveys

Attendees at the Major Taylor Bicycle Club annual potluck were given a 15 minute presentation and then asked to complete a brief seven question survey. Of those who completed surveys, **52% said they would like to live right on a full greenway block,** which is similar to house party respondents. One person checked “other” and explained “all streets having some non-motorized thruway.” Full greenway treatments were preferred for the 100 year vision by 67% of respondents. The preferred treatment 10 years from now was a full greenway but less so, with 40% preferring the full greenway, 32% preferring bike boulevards, and 24% favoring half and half treatments. All but one person, or 96% of respondents, agreed or agreed strongly that a new north-south greenway in south Minneapolis would be an asset.

When answering an open-ended question about likes and dislikes, the most common comment was a simple supportive statement such as “great idea,” or “great concept.” Some concern was shared about intersection treatments and how to afford nonstop travel, with one suggestion for timed lights and another suggestion for lightweight flyover bridges serving greenway users to offer grade separation.

On-Street Parking Utilization

If a street or street segment is converted to a full greenway, on-street car parking would no longer be an option. Instead, car users would have parking options in driveways or garages off of alleys, or in parking bays at the ends of the blocks as is done on the Milwaukee Avenue full greenway in the Seward Neighborhood of Minneapolis.

The challenge of accommodating parking for cars when developing greenways relates to the number of cars that are currently parked on the blocks to be treated. The number of cars parked on the street in the study area varies from block to block. Figures 19 and 20 show the numbers of vehicles, dumpsters, motorcycles, or trailers parked on the street in the study area during daytime and overnight periods, respectively. Daytime parking data were collected on Thursday, September 20, 2012 over a roughly two-hour period just before noon. The overnight parking data were collected for a roughly two-hour period just after 12:00 a.m. on Friday, September 21, 2012. Given that the parking inventory was conducted only once for each of the daytime and overnight periods, if the pursuit of a new north-south greenway moves forwards, additional parking inventory work would be helpful.

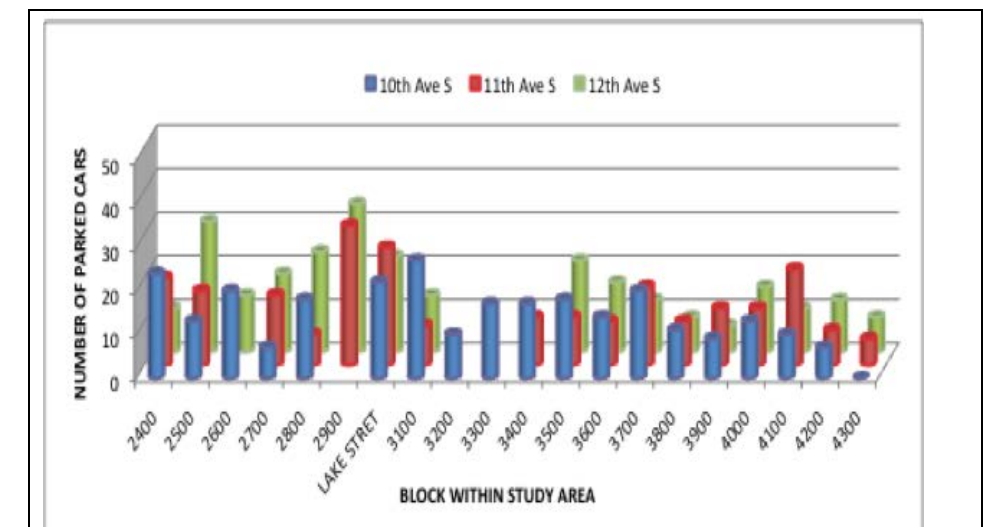


Figure 19 – Daytime on-street parking utilization in the study area

Figures 19 and 20 show that there were no parked cars on the 2900 block of 10th Avenue because parking is not allowed on this narrow block that runs between Midtown Exchange and its parking structure. There is also no parking on the 3200 or 3300 blocks of 11th or 12th Avenues because Powderhorn Park occupies the land where these blocks would otherwise be.

During the daytime, the highest on-street parking rates occur on the 2900 and 2500 blocks of 12th Avenue South, followed by the 2900 block of 11th Avenue South. These

2900 blocks provide some of the closest on-street parking to Midtown Exchange. The maximum parking capacity on one city block in the study area is 46 cars, but this but this maximum is often reduced due to parking restrictions on segments of blocks or sometimes the entire east or west side of a block. If a greenway half and half treatment were implemented, thereby removing parking from one side of the block, the remaining available parking space on a typical block would likely accommodate about 23 cars. Figure 19 shows that most of the blocks in the study area would be able to accommodate current daytime parking demand with parking on only one side of the block. There are about two blocks of 12th Avenue South that may result in displaced parking, about two blocks of 11th Avenue South that would be similarly impacted, and about two blocks of 10th Avenue that would be similarly impacted. The highest daytime on-street parking rates are clustered around Midtown Exchange, the north edge of Powderhorn Park, and the 2500 block of 12th Avenue South.

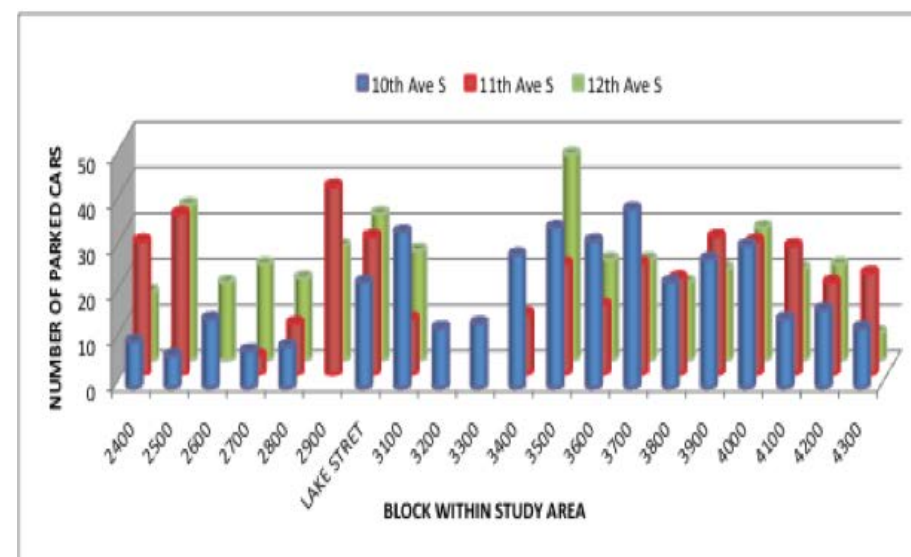


Figure 20 – Overnight on-street parking utilization in the study area

Overnight demand for on-street parking is higher than daytime demand in the study area, as shown in Figure 20. The areas of highest demand are clustered once again near Midtown Exchange just north and south of Lake Street, similar to the daytime period, and there are additional high overnight parking demands just south of Powderhorn Park and at the north end of the study area. There are about five blocks of 12th Avenue where the removal of parking from one side of the street may result in displaced parking overnight, about nine blocks of 11th Avenue that would be similarly impacted, and about seven blocks of 10th Avenue that would be similarly impacted.

Long term, consistent with the 100 year vision of the house party participants, there would be few, if any, cars in a sustainable Minneapolis landscape. In the scenarios desired by these people, there would be profound improvements over time in mass transit, and biking and walking facilities, as well as travel demand reductions through more self-contained urban hubs and telecommuting. This shift to less vehicle travel has already begun. Overall Vehicle Miles Traveled (VMT) in the United States as well as per capita VMT have been declining to the point where the average American was driving 6% fewer miles in 2011 than in 2004². Until this trend frees up far more space on our roadways for traveling or parked vehicles, the locations to which parked cars would be displaced vary. On blocks where the car drivers and passengers are going to residential destinations, more cars would likely be parked in alleys or in existing or newly expanded parking spaces on cross streets. On blocks where the car drivers or passengers are going to commercial destinations, more cars would likely be parked in parking structures or surface lots. If Minneapolis becomes more densely built in the study area and sentiments gravitate towards sustainability (trends consistent with City of Minneapolis-approved plans), there is likely to be a discussion about the highest and best use of public lands, including roadway surfaces and whether or not they should continue to be used for the storage of private vehicles. That said, there was strong interest among house party participants to pursue a smooth transition towards a greenways future—a transition that respects users of all transportation modes.

Preferred Corridor Solution

The preliminary recommendation for a route through the study area is a double route on the north end of the study area, combining the entirety of Route A (10th Avenue) with portions of 12th and 11th Avenues as a parallel route. 10th Avenue would likely serve more of the through cyclists who are traveling longer distances as well as some local bike traffic, while 12th Avenue is likely to serve primarily cyclists with local trip origins or destinations. The recommendation is called preliminary because more study and community engagement is necessary prior to a final decision. The preliminary recommendation regarding the treatment that should be used is a full greenway treatment on all the blocks where there is sufficient support, with a half and half treatment as a fall back, and a bike boulevard treatment where neither one of these two other treatments is supported.

² Sources:

<http://people.hofstra.edu/geotrans/eng/ch3en/conc3en/vehiclemilesusa.html>,
<http://www.njpirg.org/news/njf/new-report-long-term-drop-how-much-people-drive-youth-desire-more-transportation-options>.

The preliminary recommendation for treatments on the problem blocks of 2600, 2700, and 2900 are as follow. For the 2600 block, key stakeholders including Abbott Northwestern Hospital, the Minneapolis Park and Recreation Board, Andersen School, and local residents at a minimum, will need to sort through whether the parking should be eliminated here to allow an elevated (up the curb) and green space-buffered cycle track (two-way off-road bikeway) in the current roadway space, or if the bikeway should be constructed on the alignment of the east sidewalk that runs along the edge of Stewart Park. For the 2700 block, the same stakeholders should be engaged to explore creative ways to free up roadway space for a two-way bikeway that is separated from motorized traffic by a strip of green space. This would entail an alternative location for the few school buses that park on the west side of the school during certain periods on school days, forgoing off-hours parking by others in the school bus spots, and eliminating about six on-street parking spaces on the east side of 10th Avenue just north of 28th Street. For the 2900 block, stakeholders including Midtown Exchange, the Midtown Global Market, local residents, bicycle commuters, and others will need to assess how a one-way street might function here.

There is no preliminary recommendation on the exact placement of the two-way bikeway on 10th Avenue where it passes Powderhorn Park. The question is whether to use existing roadway space or use the current sidewalk alignment on the park side of the curb. The Minneapolis Park and Recreation Board has not yet been involved in discussions and would need to be on the list of stakeholders involved. While in the past they have gone on record of opposing bike paths through a park, they have been receptive to trails along a park's perimeter.

Preliminary recommendations for intersection treatments vary along the route. Currently at 10th Ave South and Lake there is a traffic signal with an automatic walk phase for crossing Lake Street with minimal delay. Consideration for a special bike signal (especially if 10th Ave becomes a one way at this block) would be warranted.

Motorized traffic on all minor cross streets should be controlled by closing these intersections to east-west traffic, although this change would require more study and discussion, as much of the feedback points to keeping these intersections open. As a second best approach, stop signs for the cross traffic should be added where there aren't stop signs already. In cases where a street will continue to cross the path of the greenway, safety for the greenway trail users could be improved by elevating the trail pavement as compared the pavement of the cross street. Figure 21 shows two perspectives of such a treatment along the 18th Avenue Greenway in northeast Minneapolis. Table 2 lists current traffic controls at the 24 intersections on the preliminary recommended route along 10 Avenue, and ideas for mid-term (10 years) and long-term control methods to improve conditions for bicyclists and pedestrians on the new greenway.



Figure 21 – Raised pavement for the 18th Avenue NE Greenway trail in Minneapolis where it passes through an intersection.

Table 2. Current Traffic Controls at Intersections and Ideas for Changes to allow Nonstop Bicycle Travel (assumes that either the full greenway or half and half treatment is implemented so that if any motorized traffic remains on 10th Avenue, it could be controlled separately from the through bikeway, thereby avoiding a speedway for motorized traffic)

Intersection	Current Traffic Controls	Ideas for Mid-term Changes	Ideas for Long-term Changes
11 th Ave S (N leg) & 24 th St E	Stoplight	Bike signal heads, 1 for each N and S bnd bike lanes, green paint lanes	Remove stoplight, bike traffic nonstop, motorized traffic has stops all ways
11 th Ave S (S leg) & 24 th St E	Stop signs for N bnd	No change	No change
10 th Ave S & 24 th St E	Stops S & N bnd	No stops for cycle track hugging E side of 10 & S side of 24 th , no change for cars	Same as mid-term
10 th Ave S & 25 th St E	Stops S & N bnd	Flip stops to E & W bnd	Same as mid-term
10 th Ave S & 26 th St E	Stoplight	Add bike signal heads for east side cycle track on raised pavement, offer protected signal phase (autos cannot turn across bikeway)	Cycle track and sidewalk follow a straight line to pass over a below-grade intersection
10 th Ave S & 27 th St E	All way stops	No stops for cycle track hugging E side, no change for cars	Same as mid-term
10 th Ave S & 28 th St E	Stoplight	Add bike signal heads with protected phase for east side cycle track on raised pavement	Cycle track and sidewalk dip below a slightly raised intersection
10 th Ave S & 29 th St E	Stop W bnd	No change	No change
10 th Ave S & E Lake St	Stoplight	Add bike signal heads with protected phase for east side cycle track on raised pavement	Lake St traffic goes below 10 th Ave Grnwy
10 th Ave S & 31 st St E	Stoplight	Remove light, add stop signs E & W bnd	Same as mid-term
10 th Ave S & 32 nd St E	Stop E bnd	No change	No change

10 th Ave S & 33 rd St E	Stop E bnd	No change	No change
10 th Ave S & 33 rd ½ St	No controls	No change	No change
10 th Ave S & 34 th St E	Stop E bnd	No change	No change
10 th Ave S & 35 th St E	Stops all way	Remove all stops, add traffic circle	Same as mid term
10 th Ave S & 36 St E	Stops all way	Remove stops E & W bnd	Same as mid term
10 th Ave S & 37 th St E	Stops all way	Remove stops E & W bnd	Remove cross street, replace w parking and green space
10 th Ave S & 38 th St E	Stop N & S bnd	Flip stops to E & W bnd	Same as mid term
10 th Ave S & 39 th St E	Stops E & W bnd	No change	Remove cross street, replace w parking and green space
10 th Ave S & 40 th St E	Stop N & S bnd	Flip stops to E & W bnd	Remove stops, add traffic circle
10 th Ave S & 41 st St E	Stop E & W bnd	No change	Remove cross street, replace w parking and green space
10 th Ave S & 42 nd St E	Stop N & S bnd	Flip stops to E & W bnd	Same as mid-term
10 th Ave S & 43 rd St E	Stop N & S bnd	Flip stops to E & W bnd	Remove cross street, replace w parking and green space
10 th Ave S & 44 th St E	Stop S bnd	Flip stops to E & W bnd	Same as mid-term

The preliminary recommendation for the jog on 24th Street west from 11th Avenue to 10th Avenue and east to 12th Avenue is to create an off-street two-way bikeway separated from traffic by strip of green space, located on the south side of the roadway. Parking would need to be removed from the north side of 24th Street between 10th and 12th Avenues in order to accommodate this change, thereby forgoing on-street parking for about 22 cars.

Next Steps

Additional study and far more community engagement are needed to take the new south Minneapolis greenway concept forward. Eventually, it will be important for the City of Minneapolis to take on the project for serious evaluation of routes and treatments, as has been done for a similar proposed greenway in north Minneapolis.

A number of additional process considerations and study topics have been suggested through the feedback process, as discussed in the following sections.

Process-based Recommendations

The following recommendations should be considered as planning continues:

- Future study of this greenway should expand the study area so that it addresses a greater north-south distance, from the neighboring city of Richfield all the way north to downtown where one spur goes to the Mississippi River and the other connects to the proposed north Minneapolis greenway.
- Even more expansive would be bundling the proposed north Minneapolis and south Minneapolis greenways, which may make sense for some aspects of planning. Together, with a connection through downtown Minneapolis, they would form one long greenway from the city's northern border to its southern border. The north Minneapolis greenway work has already jumpstarted some of the discussions that are necessary prior to implementation of any new full greenways using existing roadway space. For example, discussions have begun within city hall regarding the threshold of approvals needed from local residents and property owners before a stretch of roadway can be vacated to motorized traffic. Research into the legal aspects of greenway conversions has begun as well.
- **An on-street, catalyzing event to introduce the public and stakeholders about the function and feel of a new north-south greenway, may be the most effective way to educate and gain community support for proposed changes. Ideally an event should be conducted whereby bicyclists and walkers are given a nonstop travel opportunity on the new greenway alignment from Richfield, through south Minneapolis, downtown, and north Minneapolis, to Brooklyn Center, for an eight-hour period on one day.** This event should engage all the players who would have a role in creating and maintaining these new greenways, including public agencies, advocacy and neighborhood organizations, and groups involved with greening, stormwater management, public art, youth engagement, and law enforcement. The nonstop travel opportunity through intersections could be provided in a variety of ways, including temporary signaling or traffic police that allow unfettered passage for cyclists traveling at a constant speed, such as 12 miles per hour. Where this method is used, adjacent parallel roadways will need to be paired with the proposed greenways to offer separate service for northbound and southbound cyclists. This event would differ from a typical open streets event in the sense that some of the roadway pavement would continue to be used for through travel, albeit by bicycles. The remaining roadway space on the majority of included roadway segments could be given over to activities that local residents or other stakeholders and event partners desire and have the resources to stage.
- A study of potential roadway closures would be helpful to determine which of the cross streets could be closed without unacceptable impacts on traffic.

Consideration should be given to converting some of these streets to bike boulevards (through streets for non-motorists, but motor vehicle users would be diverted).

- At some point an advisory committee should be established—ideas for seats on this committee were shared in the written surveys (see Appendices B and C).
- 11th Avenue passes by the proposed new Vikings Stadium site in downtown. The new greenway trail should pass nonstop through this area (likely requiring some grade-separations) with spurs connecting to bike parking by stadium entrances, thereby prioritizing non-motorized transportation to games and other events.

Issue-based Recommendations

Creating a broad planning tent to include stakeholders and experts outside of transportation planning will enhance the project and may increase potential funding sources for study or implementation.

Public Art could greatly enhance the new greenway aesthetically and in terms of community engagement. Public art should be thought of not only for stand-alone pieces, but as a part of the greenway's infrastructure such as lighting, bridge work, street furniture, and way finding. Although permanent public art works should have a role in the new greenway, temporary art works are appropriate for transportation/recreation corridors like this proposed greenway where many users pass by on a regular basis. Changing art works may sustain the interest of frequent trail users more effectively than works that do not change over time. Temporary art works are also easier to implement due to lower thresholds for public agency approval or requirements for maintenance endowments.

Gathering Places located along the route could make the greenway safer by increasing human activity and expand the ways people may use and enjoy the corridor.

Greening and Stormwater Management are additional ways to enhance the project aesthetically, increase the greenway's functional benefits, and perhaps broaden potential funding sources. As one example, perhaps medicinal or culinary herbs could be grown for public consumption.

Links to Health Initiatives should be explored, as has been done to fund the most recent round of study for the proposed north Minneapolis greenway. Linking the project to health initiatives can relate not only to getting the project designed and constructed, but also programming its use.

The Affordability of Housing should be thought of ahead of time. For example, perhaps there should be a mechanism to protect homeowners on blocks converted to greenways from skyrocketing property taxes, such as tying their property tax

increases to average value increases in the surrounding area rather than on their block. Targeted investments in housing along the corridor may also be appropriate for the city or other agencies, as a way to add synergies and achieve desired social equity and urban planning outcomes.

Passage through Downtown Minneapolis--downtown separates two proposed greenways, the one in north Minneapolis that the city is already studying and the greenway that is the focus of this report. In order to connect these two greenways through downtown in a way that serves bicyclists who are not comfortable sharing roadways with cars, a protected bikeway through downtown Minneapolis is needed eventually. Thinking 100 years ahead in order to afford unhindered brain-storming, one solution entails a bikeway running nonstop through a shallow trench, similar to the Midtown Greenway but not as deep. Another solution entails using two parallel roadways, each with a one-way protected bikeway separated from traffic by a linear green space. The reason to select a one-way pair rather than placing a two-way bikeway on one street is to afford nonstop travel with timed lights. Adjacent motorized traffic would then have to travel at the same speed as the cyclists, perhaps 12 miles per hour, in order to allow simultaneous passage through intersections for motorized traffic and parallel bicycle traffic. For this latter solution, creative intersection treatments will be needed to maximize cyclist safety, such as a raised lane on which the bikeway passes through intersections and gate arms that come down to prohibit cross traffic during certain phases of the signaling. Adjacent motorized traffic could have turning opportunities outside of the periods when the cyclists have their green lights, or instead of protective signal phases and cross arms, cyclists could given flashing yellow lights when turning traffic is allowed across their path.

Address Head On the Flashpoint Issue of On-street Parking. Highlight the discussion of using public roadway space for private vehicle storage. Current policies provide incentives for the use of private vehicles by not requiring the user to pay the full costs of the service (free parking). Alternative parking options will likely always be available, but may cost more for the user.

Crime and Safety will be a concern as it is for all public projects. Engaging local young adults who live along the corridor for a jobs initiative aimed at patrolling the new greenway could lead to win-win outcomes, in addition to close coordination with law enforcement.

Appendix A House Party Discussion Notes

Compiled Notes Taken at the Five House Party / Feedback Sessions

October 17, 2012 through November 7, 2012

Minneapolis 100 Years From Now

Q1: Please share a word, phrase, or sentence that describes the character of Minneapolis as you think it should be 100 years from now.

- Androgenous
- Very cosmopolitan—the Jetsons
- More gathering places
- The River, downtown centric, a vibrant center city
- Diverse but more equitable (fewer disparities)
- Mass transit in general, all kinds
- Sustainable (energy, other) 2 votes
- Strong neighborhood, community feeling (as currently)
- Greener (parks make it a great place to live, expand on that)
- Hope that Mpls doesn't become overrun as a hub for energy/minerals extraction in the Dakotas
- Way better public transportation, you should be able to get anywhere w/o being in a car
- Change laws around residential wind generation and make geothermal more affordable
- Gardens
- Power stations within the city with more solar
- No personal cars
- Healthier
- More cooperatives
- More solar
- Personal vehicles with electric batteries that are charged off-peak to level load
- More trains, more effective public transportation
- Better winter biking gear
- ?no winter
- local food supply in the city

- better water quality (Chain of Lakes, Powderhorn, River, etc.)

- Sustainable
- Car-free
- Equitable (economically)
- Functional

- Sustainable
- Parks and lakes protected
- Ditto all of the above

Q2: Please share a word, phrase, or sentence that describes how you think future generations should move about within Minneapolis 100 years from now. (Keep in mind that a lot can change in 100 years. In 1910 there were only 5 cars per 1000 people in the U.S.)

- Personal Rapid Transit (skyways), more connectivity via transit of all sorts, less cars
- Tubes, but no loss of natural landscapes, perhaps even more, a wonderful walking environment
- Subways
- More creative use of existing corridors (e.g. Duluth waterfront park over the highway) and getting greater capacity out of the ones we have (e.g. Wacker Drive in Chicago)
- More virtual spaces for gathering, like a holodeck
- Wish there was more walking, especially access to farmer's markets and fresh foods
- LRT and trolleys
- European model of urban development around pods that are self contained (Met Council's smart growth plans) so we don't have to commute
- Hover cars
- More biking, walking, more public transit, fewer buses or more dedicated bus routes off the streets
- Why don't we just remove the need to commute (currently no incentives to telecommute)
- Fewer trips overall, and the trips that are taken, are by modes besides cars
- Heal the rift between the 'burbs and the city

- Solar powered trams
- Convenient transportation for people w/o cars
- Better walkability in neighborhoods
- People work closer to home, solve the zoning problem of mixing commercial, industrial, residential in a way that works regarding livability
- Way more ride sharing
- An iceway in the winter to allow ice skating for transportation (as is done in Ottawa)

- Concerned that if we don't do anything about transportation alternatives we won't have a functional city
- Really good LRT system, more public transit, integrated
- Do not want to live in Mumbai (gridlock, pollution, inequality, disregard for human life)
- Public transportation that doesn't rely on oil, something beyond electric, will still have elderly not able to bike, but primary mode: bicycle
- Helium balloons
- Local communities, more walking for transportation, smaller hubs, farmers' markets

- Carbon-free transportation, reclaim pavement now used for cars, not sure what that looks like, perhaps PRT (personal rapid transit), rail, buses, powered by non-carbon energy sources
- A lot more green, better air, less lead in the soil, more people walking and biking and using rapid transit within the city and between cities
- Reduce travel demand by having things close by like community gardens
- Work, living, shopping all nearby, your needs are kept more local
- Instant teleporting beams
- Ability to move and travel longer distances conveniently and nonpolluting
- A way to transport that is not polluting, a no loss technology (tough to answer w/o knowing what will be available)
- Hard to improve on biking and walking
- Perhaps create greenways that are grade-separated for nonstop travel, don't make bikers share space w/ motorized traffic

Q3: Thinking 100 Years Ahead, Which Treatment Do You Prefer, Why?

- Bike Blvd, Like roundabouts/traffic circles because traffic can keep moving so as to avoid stopping for either cars or bikes—love the full Greenway, love Milwaukee Ave, don't know what it's like to live there
- Full Greenway

- Eventually full Greenways, but half and half for now, and allow traffic to get through at cross street (3 votes)—one person’s comment “there shouldn’t be any cars,” there is constant traffic on 10th Ave now with a lot of bikers, I would breathe better
 - Not enough info (have heard in England they are pulling out traffic circles due to increases in crash rates) would want to see an economic analysis
 - Elevated bikeway over all the sidewalks, although not as pretty or natural, not sure how to feel walking under it
 - Not sure about implications of winter, so perhaps covered bikeways, at least canopy if not enclosed
 - Waterslides
 - Personal hovercraft
-
- Full Greenway (4)
 - Half and half (1)
 - For some side streets, makes sense, don’t have to have traffic on every block. 100 yrs from now, they won’t have cars anymore, green space will still be an asset
-
- Full Greenway (6 votes)
 - Half and half (1)
 - Tram and full Greenway (perhaps on same avenue, perhaps on nearby parallel roadway, perhaps the tram on Chicago Avenue)
 - Dedicated spaces for non-motorized transportation, corridors for each
 - Undecided (1)
-
- Full Greenway (4 votes)
 - (Perhaps half and half on Park and Portland)
 - Only concern, so many bikes that you end up with a bike highway and have ped safety challenges, this issue would have to be managed, perhaps the faster routes on Park/Portland and the slower bikeway on 10th, 11th, 12th corridor for kids, etc. Perhaps start w/ 10th, 11th, 12th and as bike traffic and demand allow, additional high quality facilities on Park/Portland
 - Biggest concern on Midtown Greenway is mix of slow and fast traffic, it can be uncomfortable
 - Chicago and 38th, there is a rule that limits the amount of bike parking (perhaps this could be addressed w/ car parking spots changed over to bike parking)
-
- Thinking about convenience with children, loads, etc., not in favor of giving up parking (whatever solution is selected should continue to allow on-street parking, assuming people are still getting around in cars)—whatever exists has to be functional for families with children, older people, disabled people

- Wonder if it makes sense to allow motorized chairs, segues, on bikeways (The difference in speeds are the main factor regarding safety for mixing modes)
- Full greenway assuming there are tiny new vehicles that can use the bikeway
- Assuming there will be efficient mass transit, you need to get to the transit and may have big heavy musical instruments, etc.
- Perhaps there will be small vehicles, like enclosed golf carts, perhaps provide a greenway that serves bikes and these things all together. Don’t want to make people walk blocks to get home.
- A variation of full greenway and allows the option of new motorized transportation with bikeway/walkways, integrated with whatever comes along.
- Will have to allow schlepping heavy or large things (Perhaps this could be done with alleys)

Q4: Thinking 10 Years Ahead, What Should Happen as Steps Towards a 100 Year Vision?

- Gradual introduction of half
 - Half and half to get people used to being green and bike friendly(some)
 - Portland and Park Avenues treatments make sense (2 votes, much better re: door zone), (providing additional dedicated space for bicyclists especially where have wider right of way, but could also take out blvd if need to as they are often ratty anyway)
 - Whether to put them inside or outside parked cars, don’t know
 - Buffer lanes to avoid cyclists in the door zone are good
 - Shifting parking to designated areas rather than parking lanes along the street, get motorists thinking in a different way, like the small surface lots with stalls at some apartment buildings, to free up roadway space for bikes and green
 - But...using Hiawatha LRT as an example, if prioritize for that mode of traffic, makes cars sit and wait a lot, get a backlash if don’t pay attn to all modes (cars will be around in 10 years and we have to accommodate them)
 - Perhaps electric buses would be cheaper than rail
 - Make changes where you can to carve out more space (for bikes) without significant expense or infrastructure change
 - It wasn’t all that long ago when you could take a trolley from Stillwater to Excelsior
-
- Take cues from the 100 yr vision and do something more realistic
 - Implement full greenways blocks

- Network with a full greenway about every 10 blocks so about 10% of homes on these greenways, perhaps accommodating more of the demand for such blocks
 - Look at the city holistically to include residents, businesses, etc., understand how it all fits together including stabilizing the housing market (example of locating a county-wide detox facility, need to understand the impact on other aspects of the community)—the 100 yr vision is irresponsible without understanding its impacts
 - Discussion, wonder what share of the people in the neighborhood would support this, as tonight’s group is probably not a representative cross section
-
- Half and half (some)
 - Full Greenway blocks to the extent there is support (some/most)
 - Undecided for some, want to know more, for example, need to know more about how the alleys would work with more traffic
 - Doing what you can with what you have
 - Start with bike blvds when you cannot get a full greenway or half and half
 - More education for everyone

- Full Greenway from cemetery to Powderhorn Park (perhaps add another block every 2 yrs, phase it in)
 - Pursue a hierarchy to the extent you can get it with priorities as follows: Full Greenway, then half and half, then BB (the 40th street bicycle boulevard is disappointing)
 - Challenges: older people who don’t want change, and people with starter homes who are concerned about unknown changes to property values and overly influenced by Blaine/Hopkins parents
-
- Establish routes so that as things evolve new technologies can be accommodated
 - Improve mass transit to get more people out of cars, the easier it is to get around w/o a car the easier to turn to greenways
 - Half and Half (2 votes) one person said “with reservations”, thinking about when there is parking on only one side in the winter—it is a real hassle, not sure how blocks with houses on both sides can do it
 - Full Greenway (2 votes), would do a lot to not have any cars in front of the house, and to have the joy of the green space
 - Dig up the whole street, parking underneath, greenway on top

Q5: Your Route Preference, Why?

- Some concerns about more one-ways around hospital
 - I love the yellow line along the park, like to ride “through” the park, 11th if a quiet block for traffic, like idea of using existing greenspace but not taking out roadway space, scary to get to intersection of 10th Ave S and E 25th St by traveling along 10th.
 - Recent immigrants often do not have driving skills, suggesting greater care around the Somali market
 - Crime is always a concern, so additional police presence should be planned esp when the bikeway is put in to set the tone (will see some drug dealing, some prostitution, and some gangs—especially at the corner of 24th St and 10th Ave), lighting helps, but it could help to have more people, need to have policies in place and the policies should not be overtly racist regarding crackdowns—there is a risk of making the negative activity just move a block or so away or make it covert
 - Perhaps jog over to 11th for the last block heading N to 24th
 - Have seen a change in who uses 10th Ave because of the Midtown Greenway, joggers and different demographics
 - Consider the hill on 25th Street between 10th and 11th Avenues
 - Route choice summary at the house party associated with the comments above: 5 votes for Route A and one “no opinion”
-
- 10th would be tough realistically, you’d be fighting the school, hospital, and city
 - Route B, 11th Ave is nice, connects directly with Midtown Greenway (2 votes, others wanted to think more about it)
 - 12th Ave advantageous from crime-fighting perspective, from Boys and Girls club to the park is high crime and this would help stabilize it, but no stop light at Lake St, would have to address this
 - No routes are bad except that 10th by the hospital, could perhaps get a bike lane there but not a full Greenway
 - We’re being asked to make a decision, not comfortable making a decision because this is more than a bike path, there are 30 other things to consider (2 votes)
 - 1 votes for 10th Ave, at least where passes Midtown Global Market (comment from the only person attending who does not live in this neighborhood)
 - Perhaps 12th south to Anderson Lane, 11th to Cepro site, then through Cepro site, then down 10th going south, or perhaps both 10th and 11th from Cepro to Powderhorn park, then 10th south from there
-
- Undecided
 - Route A (unanimous among those voting)
 - Use roadway where 10th Ave passes the park (5 votes)
 - Undecided regarding whether to use roadway or current east sidewalk location in the edge of the park where 10th Ave passes the park (2)
 - Bikeway in the edge of park (about 2 votes for this), and use permeable paving
-
- Integrate water gardens, engage Metro Blooms with native plantings
-
- Undecided, partly because would love to have full greenway in front of own house (on 11th), 10th may makes sense in some regards, but... (2 votes)
 - 11th Ave is a more pleasant ride as you approach Powderhorn Park going north
 - 11th Ave, I want a full greenway when I come to visit my friends
 - Among people on the 4000 block of 11th Avenue there has been interest since we moved there 8 yrs ago in a full greenway (vacating the street to motorized traffic), but some people have driveways on the block at the ends of the block, and there is a steep hill on this block
-
- Don’t want to limit options for motorists as we figure out a solution
 - 10th Ave for sure past (south of) the park—Opposed to taking any park land, we still have our nice parks because we say no to frequent proposals to use the land for other things (from 24th Street, the route should follow 12th Ave south to the Greenway and cut over to 11th at the Midtown Greenway ramp, then curve over to 10th at some point north of Powderhorn Park)
 - Second vote for staying out of the park, and then south of the park might as well stay on 10th, don’t feel strongly since don’t use this route, but would prefer most direct route (therefore 10th Ave past hospital chain)
 - Third vote for staying out of the park, parking issue is huge, need to figure out what to do when there are big events in the park
 - Comments about where to put the bikeway/cycle track, like putting bikeway where the east sidewalk is along 10th (2 votes)
 - Avoid putting the bikeway in the park—may depend on whether it’s OK to give up the east sidewalk—if it isn’t giving up parkland, might be OK

Appendix B House Party Written Survey Results

A New North-South Greenway in South Minneapolis

Your answers to this brief survey will help us understand your ideas and concerns about the Greenways concept. Your responses will be kept confidential. (Thank you to Community Design Group and Transit for Livable Communities for allowing the use and modification of a survey they developed for a similar process in north Minneapolis.)

Part 1: Please tell us about yourself

1. How would you describe your ethnic / cultural heritage? (Please check all that apply)

I am:

- African American or African 0
- Caucasian or European American 22 or 85%
- Asian or Asian American 0
- Native American 1 or 4%
- Hispanic or Latino (of any race) 1 or 4%
- Other (please describe) 2 or 8%, one with comment
"Black – of African Slave descent"

2. What is your age? _____ Years 47.3 years, average

3. I am

- Female 14 or 54%
- Male 12 or 46%

4. I own or have frequent access to an automobile

- Yes 24 or 92%
- No 2 or 8%

5. For the year 2011: Approximately what was your household's total yearly income from all sources?

- \$0 to \$20,000 0
- \$20,000 to \$35,000 5 or 21%
- \$35,000 to \$60,000 6 or 25%
- more than \$60,000 13 or 54%

6. What is the 5 digit zip code for your current residential address?

- 55404 6 or 23%
- 55406 2 or 8%
- 55407 18 or 69%

7. What block do you live on? (for example, "2700 block of 12th Ave, Mpls")

Block	Street name	Number of People from there
2500	10th Ave S	1
2700	10th Ave S	1
3100	10th Ave S	1
3200	10th Ave S	3
3400	10th Ave S	4
3500	10th Ave S	1
2400	11th Ave S	2
2500	11th Ave S	1
2700	11th Ave S	3
3400	11th Ave S	1
3800	11th Ave S	2
4000	11th Ave S	1

- 2500 12th Ave S 2
- 3100 25th St E 1
- 2100 29th Ave S 1
- 3800 Park Ave S 1

8. Including yourself - How many people make up your household?

2.4 on average

9. Please select the answer that applies to you and your household:

- I rent the place where I live 4 or 15%
- I own the place where I live 22 or 85%

10. I own a business in South Minneapolis

- Yes 6 or 23%
- No 20 or 77%

Part 2: Please tell us about how you travel

1. During the summer months - how do you usually get to your place of work (or school or other daily destination)? *(Please check as many as apply)*

- I walk 8 or 16%
- I ride a bicycle 17 or 33%
- I take a bus or train 7 or 14%
- I drive 15 or 29%
- I ride in a car driven by someone else 2 or 4%
- Other (please explain) 2 or 4%

2. During the summer months - how often do you walk for recreation or transportation? *(Please select one category)*

- Never, or almost never 1 or 4%
- Once or twice a week 4 or 16%
- More than a couple of times a week, but not everyday 7 or 28%
- Everyday, or almost everyday 13 or 52%

3. What would help you walk more often?

coffee shops/bars close by;

feeling safer;

nothing. I walk a lot. I don't walk in the dark much for safety reasons.;

destinations - businesses nearby;

Greenways - Parks;

more grocery stores in neighborhoods, abolish the winter!;

More pedestrian friendly paths;

Closer to businesses, work, etc.;

Living on a Greenway;

I think walking accessibility is great in Mpls;

More Nature, less cars, more walkers to feel safe;

less crime;

More infrastructure, I walk a lot on the River Walk;

More walkable routes;

Better transit and more dense development;

time;

Less hectic schedule!;

Health;

more time (I save time by cycling);

more dogs;

4. During the summer months - how often do you ride a bicycle for recreation or transportation? *(Please select one category)*

- Never, or almost never 2 or 8%
- Once or twice a week 4 or 15%
- More than a couple of times a week, but not everyday 10 or 39%
- Everyday, or almost everyday 10 or 39%

5. During the summer months - how often do you ride a bicycle on the Midtown Greenway? *(Please select one category)*

- Never, or almost never 3 or 12%
- Once or twice a week 11 or 42%
- More than a couple of times a week, but not everyday 7 or 27%
- Everyday, or almost everyday 5 or 19%

6. What would help you ride a bicycle more often?

(Please write your answer here)

Safer conditions -roadway -crime;

more access to trails and greenway;

warmer weather year-round or more familiarity/comfortability with winter gear & strategies for cold-weather bicycling, having a more practical bicycle - I have a racing bike, so it would be good to have an additional one with a carrying rack or pulling a Burley or something;

Time, more direct bike routes;

Good access & safety;

not much - I ride almost every day but having more bike lanes in the last day has made my commute/getting around town much more pleasurable;

More paths and dedicated bike lanes;

Motivation;

Living directly on a Greenway.;

I ride a lot now - more bike trails;

nothing;

Better infrastructure / I paused because I hit a pothole and had a big accident;

More bicycling routes. Less competition with car traffic.;

More bike lanes;

Nothing in particular - I'm recovering from cancer;

Will power!;

Health;

better health;

N/A but I would definitely prefer more pleasant conditions.;

unemployment;

Part 3: What do you think about a new north-south Greenway?

Thinking about how you or members of your family may use a new north-south Greenway for transportation to work or errands, or for fun and exercise, please answer the following four questions related to the overall concept:

1. What I like about the new Greenway concept is: *(Please include as many "likes" as you wish)*

Health benefits, lower emissions, lower cost of travel, increase healthy traffic to Phillips;

easier access to more northern points of the city, less cars and autos/trucks on the street, less pollution;

Can connect with east-west Greenway so a more comprehensive system;

direct route downtown;

I like the idea of more dedicated bike lanes for safer night biking.;

Allowing more safe & direct bike paths;

I like the idea of more green space and beautification of the city / I am also excited to increase pedestrian culture in Mpls.;

Green space, more paths, bike/ped. friendly, improved property value.;

More off-street routes, safer, faster, greenspace;

Encourage neighbors to get to know each other;

that it is beneficial for biking, that the bikes share the roadway (Bike Blvd);

reduction of traffic, safety for cyclists, esthetic value community health;

Green, Healthy, Beautiful;

beauty, not seeing cars, but people instead, slower, quality of life improves, getting people to ride to work downtown;

getting around with self-powered vehicles, easy to navigate, feel safe most of the time;

I am very excited to expand the bikeability from P-horn;

connectivity / easy access;

I need a good north south route - and I use this route (as is) often. Traffic calming in my immediate area.;

It would vastly improve the quality of life in my neighborhood;

I really do like the idea of putting it on our street;

I like the extra greening on the streetscape, The more options for enjoyable biking, the more likely I am to do it rather than drive., I like the exercise + the option to reduce greenhouse gases.;

less cars;

Creating better safer ways for bicyclists;

Beauty, Clean air, Community building;

a more pleasant way to get near downtown by bike;

2. What I don't like about the new Greenway concept is: *(Please include as many "dislikes" as you wish)*

Could be too expensive, could overstate the # of users, useful in the winter?;

Possible increase in foot traffic that might bring criminal elements stemming from loitering;

difficulty of it, reducing car areas, won't be as easy as east-west Greenway was because not already existing route;

careful of congestion, parking for existing residents & creating "bottlenecks" on 1-way streets.;

the only concern I have is parking - I don't need much but I already have people from the school and hospital in my driveway;

Takes away potential street to drive on, but not that big of a deal.;

Political fighting. I like everything about it;

It doesn't consider winter: 5 months, that the alley can't handle more traffic;

potential conflicts with parking space;

Work about too much activity in my front yard - less privacy - ;

fear of too many speedy cyclists - especially for children, moving vans? Elderly?;

massive amount of "fast" bikers, comotion;

none;

I want lots of them.;

0;

Nothing, really.;

adjustment to lifestyle;

how it may affect parking at my house;

Can't think of anything I don't like.;

it will (may) take away some of our current access/parking;

3. How could this concept be improved? *(Please include as many ideas as you wish)*

perhaps more covert surveillance, buy houses on street to change to small walk-up businesses, enlist homeowners some way to "beef up";

not sure;

Find ways to re purpose existing space, co-opt sidewalk/boulevards;

efficient & smooth transition to an improved traffic exchange of cars/bikes/pedestrians;

More information available to residents.;

Impact study for all trips involved;

More data, mapping out/thinking about systems;

Involve more closures of cross-streets.;

By not threatening to reduce park space with a bike lane;
 The more N-S routes the less bike traffic on 10th - so it would make one more inclined to want full greenway;
 Multiple bike lanes to take pressure off greeway;
 slowing down methods, lots of Bike/greenways to make the trails "not hyper speedways";
 Move faster to a full concept. This neighborhood could handle it;
 I think the most input the better;
 a certified office / location for package pick up or electric vehicle delivery.;

Remove all cars from the area?;

creative out of the box thinking, plans that have variety of choices along the route so it can accommodate needs & concerns of residents along the way;

Auto disincentives?;

4. What questions does this concept bring up for you? *(Please include as many responses as you wish)*

cost/benefit analysis. Does this make sense in terms of economics? - connection to bus rts?;

thinking ahead to the future (what will it look like?), wondering if public transport will go up or not, will the city pop. grow & become more cosmopolitan, will we have to fight to maintain green space;

Funding - how can the city/county/country afford given our fiscal crisis?;

Parking inconvenience or congestion in the transition,;

I would like to see more information about why certain routes are chosen,;

If it was all greenway could we get more bike friendly retail,;

Overall planning issues/ideas - where does this fit?;

How fast can we make these happen. The more the better, the sooner the better,;

How will bike traffic affect livability, Will it be like the "Powderhorn 24" - all the time,;

will there be a speed limit? Stop signs for cyclists?;

parking and speed of bikes concerns me, could it be implemented in a beautiful way?;

Moving, emergency vehicles, elderly or disabled people,;

getting rid of car / or car sharing, accessibility to being in green spaces or near gardens,;

Beautification/improved H2O quality with possible water gardens to complete the water garden plan from Metro Blooms,;

When can we do this?;

How to convince people that this is helpful and good,;

My one question is whether neighbors would really get behind it, as it impinges on cars travel. Also, will there be increased taxes? And who will take care of the plantings? Will the city do that or will neighbors be a) responsible for or b) have to opportunity to plant the boulevards?;

how can our community work better together,;

conceptualizing the "how-to" steps to get from where we are now to where we might go,;

How do we get people to start truly realizing how destructive cars are?;

balancing the pros & cons, pros: better/nicer way to go to downtown, cons: convenience of car access to my house,;

Part 4: Closing questions

1. The existing Midtown Greenway is an asset to my community.

(Please choose the option that most closely approaches your opinion)

<input type="checkbox"/> I strongly agree	23	or 88.5%
<input type="checkbox"/> I agree	3	or 11.5%
<input type="checkbox"/> I disagree	0	
<input type="checkbox"/> I strongly disagree	0	
<input type="checkbox"/> I don't have an opinion	0	

2. A new north-south Greenway would be an asset to my community:

(Please choose the option that most closely approaches your opinion)

<input type="checkbox"/> I strongly agree	19	or 73%
<input type="checkbox"/> I agree	6	or 23%
<input type="checkbox"/> I disagree	0	
<input type="checkbox"/> I strongly disagree	0	
<input type="checkbox"/> I don't have an opinion	1	or 4%

3. I think the share of people in my neighborhood who would want to live on a Full Greenway block is about

(Please choose one of the choices below)

<input type="checkbox"/> 0% to 25%	7	or 27%
<input type="checkbox"/> 25% to 50%	5	or 19%
<input type="checkbox"/> 51% to 75%	11	or 42%
<input type="checkbox"/> 76% to 100%	2	or 8%
<input type="checkbox"/> I don't have an opinion	1	or 4%

4. Speaking for myself only, if a new north-south Full Greenway were to be developed:

(Please choose one of the choices below)

- I would prefer to live right on it 12
or 50%
- I would prefer to live one block away 6
or 25%
- I would prefer to have it in my neighborhood but not close to me 5
or 21%
- I would not like it to be anywhere near me or my neighborhood 0
- I don't have an opinion 1
or 4%

5. I think the pursuit of a new north-south Greenway in south Minneapolis is important *(Please choose one of the choices below)*

- I strongly agree 17 or 65%
- I agree 8 or 31%
- I disagree 1 or 4%
- I strongly disagree 0
- I don't have an opinion 0

If you **Agree** or **Strongly Agree**, WHY is the pursuit of a new north-south Greenway important? *(Please include as many reasons as you wish)*

I think it might be ahead of its time;

Because the city needs to explore new ways to be green and give others access to different areas of the city;

connect with E-W Greenway, increase bicycle commuting & recreation, set a trajectory for the future;

continue to develop energy efficient transportation options, livability - less car traffic;

more good bike trails promote community, good health, Socialization & Interaction, Economic growth;

Foster the pedestrian culture in Mpls - the more accessible it is, the more people will choose to use it;

other competing priorities;

Because we need better greener forms of transportation and more parks.;

Connectedness;

Vital to connecting & building on existing infrastructure, and creating an important & iconic neighborhood amenity.;

Increase biking/walking downtown;

Because I think my neighborhood gets ignored quite frequently / we are not listened to - we do cool things, we have pockets of fragments really good projects. This would be a unifier, The glue.;

Because we have to create safe routes for bikers, also it will facilitate transportation;

Because fossil fuels are finite. Alternative energy will only get us so far. Bike/walking are positive in terms of health as well.;

Better bike transit & safe routes for children & older people;

Many of us in this area bike to work downtown - Portland & Park aren't really all that safe;

We need to plan for a future with fewer cars in it. This is one step in that direction.;

makes the city better.;

creating options for safe, enjoyable non-motorized travel is a good thing;

cuz cars suck.;

would give people unwilling/unable to use Park/Portland a safe/pleasant route for biking to downtown;

6. If an Advisory Committee is created for the new north-south Greenway in south Minneapolis, some groups or people that should have a seat on this committee include: *(Please list as many ideas as you wish)*

Midtown Phillips Neighborhood Assoc. Inc., Midtown Greenway Coalition;

Neighborhood associations, hospital, Midtown Market, Andersen School;

Neighborhood leaders, bike advisory board, ped advisory board;

Hospital, Global Market, Landlords, Various ethnic groups;

Everyone who wishes to be.;

NonBikers, Only people who live here in Jan-Feb., The People who will live on the Greenway;

PPNA;

PPNA, Wilder/Anderson Schools, Hospitals, Midtown Global Market, Any neighbors interested in the process, all up and down the corridor, Any other businesses on the corridor;

Neighborhood organizations, Ecologists, Landscape Designers;

Bikers, council members, Neighborhood organizations;

Neighborhood residents, Business Owners, Bicycle Commuters, Mpls Park Board, County, Drivers;

Parents, older people who bike;

James Fleming, Ray Aliponte (sp?) - Principal of Northrup School;

neighborhood residents;

young people, old people;

Pat Kerringan;

7. The presentation and discussion tonight helped me better understand the new Greenway concept

- I strongly agree 20 or 77%
- I agree 5 or 19%
- I disagree 1 or 4%
- I strongly disagree 0
- I don't have an opinion 0

8. My suggestions for improving this participation process are:

(Please write your suggestions here)

Great job! Nice to have Tim presenting as a wealth of knowledge.;

Holistic Approach - More Widespread Stakeholder Involvement;

More community-wide meetings;

Great start!;

More education about proposals & ideas;

Not sure. Thought it was a good size. Not frustrating due to too many people.;

30 years visioning instead of 100 years.;

try to get more participants;

Appendix C Major Taylor Bicycling Club Results from Feedback Cards

Feedback Card

Regarding a new North-South Greenway in South Minneapolis

November 10, 2012 (please write or print legibly)

Compiled answers shown in red. Note, percentages do not always add up to 100% due to rounding.

1. Thinking **100 Years Ahead**, which treatment do you prefer?

- ⑦ Full Greenway 16 or 67%
- ⑦ Bike Boulevard 4 or 17%
- ⑦ Half and Half 2 or 8%
- ⑦ I don't have an opinion 1 or 4%
- ⑦ Some other treatment 1 or 4% "all streets having some non-motorized thruway" (please explain below):

2. Thinking **10 Years Ahead**, which treatment should be pursued as a step towards a 100-year vision?

- ⑦ Full Greenway 10 or 40%
- ⑦ Bike Boulevard 8 or 32%
- ⑦ Half and Half 6 or 24%
- ⑦ I don't have an opinion 1 or 4%
- ⑦ Some other treatment 0 (please explain below):

3. "A new north-south Greenway in south Minneapolis would be an asset."

- ⑦ I strongly agree 18 or 78%
- ⑦ I agree 4 or 17%
- ⑦ I disagree 0
- ⑦ I strongly disagree 0
- ⑦ I don't have an opinion 1 or 4%

4. Speaking for myself only, if a new Full Greenway were to be developed in my own neighborhood...

- ⑦ I would prefer to live right on it 12 or 52%
- ⑦ I would prefer to live one block away 7 or 30%
- ⑦ I would prefer to have it in my neighborhood but not close to me 3 or 13%
- ⑦ I would not like it to be anywhere near me or my neighborhood 0
- ⑦ I don't have an opinion 1 or 4%

5. If an Advisory Committee is created for a new north-south greenway in south Minneapolis, some groups or people that should have a seat on this committee include: *(Please list as many ideas as you wish)*

Minneapolis Bicycle Coalition;

local residents, bikers;

Any officials or representatives of groups whose goal is to raise awareness that every person who works full time in front of a computer terminal has no need whatsoever to do so in a office building. Lessen the commute by 25% will open up much more right of ways to non-motorized traffic.;

Major Taylor Bike Club;

Neighborhood folks, Bike supporters, city officials;

Connections with 1st ring north suburb, Robbinsdale

Representatives for all forms of land transportation. Cycling is one form of transportation I use, but I also like using all forms and think all forms are important.;

There should be an organization of commuters who use the existing bike routes daily to offer opinions on potential changes.;

Local residents, businesses.;

Neighborhood councils, Churches, Schools (for safety);

"Tim"

residents, bikers;

bike clubs (Twin Cities Bike Club), cyclists - different types like commuters, recreational, etc., residents - those who live in the area, Mpls Bike Coalition;

6. Please share any likes, dislikes, suggestions, or questions about a new north-south greenway in south Minneapolis.

More publicity, street parking on both sides;

timed intersection lites;

That it is in south Minneapolis makes it largely immaterial to me personally.;

A great idea.;

We need promote bicycles as alternative transportation;

The intersection issue is key. Stop signs for traffic will be hard to get. Tunnels will be security risks. Light-weight flyover bridges may be a possible solution.;

Good idea.;

Need to maintain ways to access the front of houses for contractors, deliveries, etc.;

Great concept;

N.A.;

Downtown connection;

Love it, need more!;

include stormwater features, integrate artwork into

infrastructure, good wayfinding tools, make sure route includes bike stores & other retail (food);

7. What block do you live on? (for example, "2700 block of 12th Ave S, Mpls")

100, 5th Ave S;

outside Minneapolis;

3800, France Ave S, St. Louis Park;

3100, Zenith Ave N, Robbinsdale;

1500, Oak Park Ave N;

2700, Park Ave S;

Cottage Grove;

4400, Columbus Ave S;

3100, Zenith Ave N, Robbinsdale;

Not in Minneapolis;

3100, 17th Ave S;

N/A (Don't live in Minneapolis.);

5400, Chicago Ave;

St. Paul;

N.A.;

We live in Wisconsin;

1700, Bryant Ave N;

1800, Lyn-Park Ave N;

St. Paul;

www.thegreenwayguy.com