Minneapolis
City of Lakes

BlueCross BlueShield Minnesota
Center for Prevention

Blue Cross® and Blue Shield® of Minnesota and Blue Plus® are nonprofit independent licensees of the Blue Cross and Blue Shield Association

North Minneapolis Greenway

Results of 2014 Outreach Efforts

January 8, 2015

Table of Contents

	Page
Executive summary	1
Background	3
2014 Outreach Process	8
Summary of Results	11
Conclusions and Next Steps	18
Appendix A: Proposed Route Map	20
Appendix B: Greenway Survey Tool	22
Appendix C: Survey Data Tables	25
Appendix D: Maps of Greenway Support and Opposition	35
Appendix E: All Comments Received, Sorted by Respondent Proximity to the Greenway	38

Outreach and Engagement Partners

Minneapolis Health Department
Minneapolis Public Works
Alliance for Metropolitan Stability
North Minneapolis Greenway Outreach Steering Committee members
Funded outreach partners:

- Hispanic Advocacy and Community Empowerment through Research (HACER)
- Hmong American Mutual Assistance Association (HAMAA)
- Hmong American Partnership
- Jordan Area Community Council
- Lao Assistance Center of Minnesota (LACM)
- Major Taylor Bicycling Club of Minnesota
- Minneapolis Bicycle Coalition
- Minneapolis Highrise Representative Council
- Minneapolis Peace Collaborative
- Northside Residents Redevelopment Council
- Pillsbury United Communities – Camden Neighborhood Center
- Project Sweetie Pie
- Redeemer Center for Life

If you need this material in an alternative format please call the Minneapolis Health Department at (612) 673-2301 or email health@minneapolismn.gov. Deaf and hard-of-hearing persons may use a relay service to call 311 agents at (612) 673-3000. TTY users may call (612) 673-2157 or (612) 673-2626.

Attention: If you have any questions regarding this material please call 311 or (612) 673-2301;
Hmong - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu (612) 673-2800;
Spanish - Atención. Si desea recibir asistencia gratuita para traducir esta información, llame al teléfono (612) 673-2700;
Somali - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac (612) 673-3500.

Executive Summary

Background

Since 2012, the City of Minneapolis has been exploring the idea of converting a low-traffic street in north Minneapolis into a greenway, or a park-like space for bicycles and pedestrians. The idea for a greenway came from a community organization called Twin Cities Greenways (TCG). Using community input, the City has developed a proposed route for the greenway, including proposed greenway types along the route. The proposed route runs north-south primarily along Irving and Humboldt Avenues North, starting at the Shingle Creek Trail on the north end and ending just north of Plymouth Avenue North. Most of the route is proposed to be a *full "linear park" greenway* with no motorized traffic or a "*half and half" greenway* with both a trail and car traffic. In 2012 and 2013, the City of Minneapolis, with funding from the Minnesota Department of Health, gathered further input and developed a proposed greenway route. In 2013, the City, along with the Alliance for Metropolitan Stability, received funding from the Center for Prevention at Blue Cross and Blue Shield of Minnesota to continue to explore the greenway concept and to conduct further engagement to reach a more diverse group of residents. This report summarizes the results of the engagement conducted in 2014.

Rendering of a Full Greenway

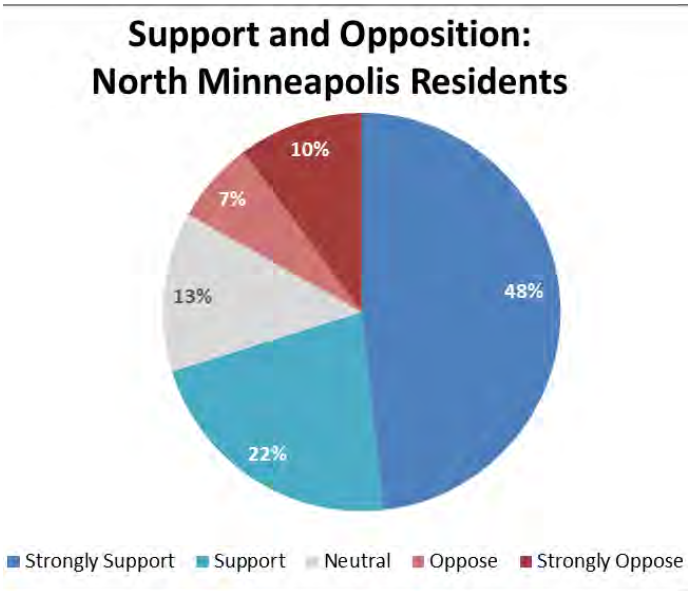
2014 Outreach Process

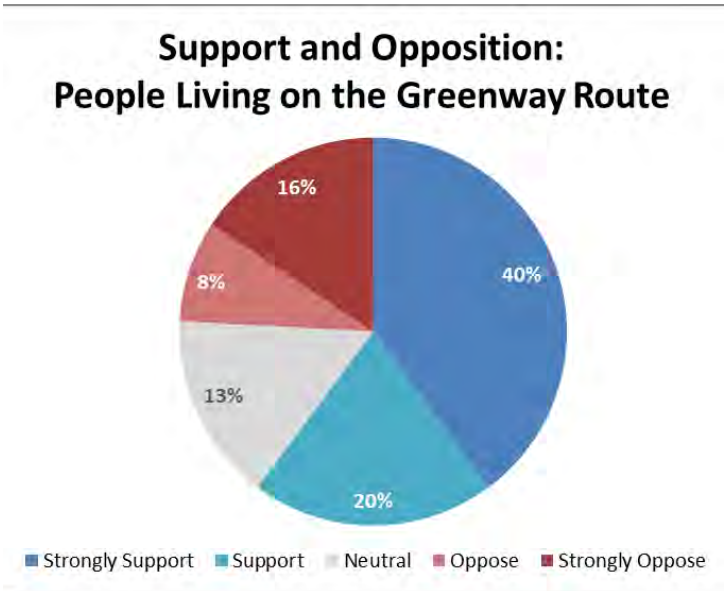
The 2014 outreach process was co-facilitated by the Minneapolis Health Department (MHD) and the Alliance for Metropolitan Stability (AMS), and overseen by the North Minneapolis Greenway Outreach Steering Committee. Based on input from the steering committee, AMS put out an application for funding for community organizations to conduct outreach activities. A community-based selection committee reviewed the applications, and groups were selected for funding based on the recommendations of the community members who sat on the committee.

Funded groups conducted outreach mainly between April and June 2014, including holding meetings, holding events, and door knocking. All outreach partners collected feedback by asking residents to complete a survey. The survey was also promoted through social media and traditional media, which directed people to complete an online survey. Survey questions asked respondents to share their support or opposition to the greenway, changes they would like to see, and their ideas for the greenway. At the same time that the outreach was happening, the City hired SRF Consulting, Inc. to conduct a feasibility study and convened a Technical Advisory Committee to oversee this work.

Results

A total of 2,040 surveys were completed. Seventy percent (70%) of respondents reported being north Minneapolis residents, and 276 survey respondents (or 15%) reported living or owning property directly on the proposed greenway route. About 55% of north Minneapolis residents and 51% of people living directly on the proposed route reported being people of color. Overall, there was support for the greenway proposal, including among those who live on the route. Among all respondents, 76% support the greenway idea and 13% oppose it. Seventy percent (70%) north Minneapolis residents who responded to the survey support the greenway idea and 17% oppose it; 60% of those who reported living directly on the route support the idea, while 25% oppose it. Respondents saw potential benefits of a greenway, such as creating new green space, providing safety from traffic, and creating economic development and a draw to north Minneapolis. Respondents also shared concerns about the proposal, including safety and crime, parking and traffic impacts, access for elderly and people with disabilities, and cost. Respondents also shared ideas for making a greenway feel like a safe space and for amenities they would like to see along a greenway. Respondents also indicated that they would like to see the plans include better connections at the southern part of the route.





Conclusion and Next Steps

Overall, the survey data collected in 2014 shows significant interest and support for a greenway among north Minneapolis residents. Residents also expressed concerns and questions that need further exploration, including questions about cost, impact to property values, and parking considerations. The outreach completed in 2014 was much more inclusive than previous efforts due to the work completed by the community organizations that conducted outreach.

The City and its partners will continue to conduct outreach in 2015. Efforts will include deeper outreach along the route, exploration of connections at the southern end of the greenway route, addressing gaps in engagement, exploring the possibility of a temporary pilot on one or more blocks, and conducting additional technical analysis. For more information about the greenway project, please visit the project website at www.minneapolismn.gov/health/living/northminneapolisgreenway.

Background

Since 2012, the City of Minneapolis has been exploring the idea of converting a low-traffic street in north Minneapolis into a greenway, or a park-like space for bicycles and pedestrians. Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota, as part of Blue Cross' long-term commitment to tackling the leading root causes of preventable disease: tobacco use, lack of physical activity and unhealthy eating. The project is composed of two components:

1) A technical investigation to better understand potential utility, traffic, and parking impacts and estimated costs. The results of that work are summarized in the Technical Investigation Report, June 2014, which is available online at the main project webpage: www.minneapolismn.gov/health/living/northminneapolisgreenway.

2) Community outreach to gain an understanding of the community's interest in a greenway and to solicit community feedback on preliminary greenway concepts. In the spring and summer of 2014, the City worked with many partners to conduct outreach to gather input on the greenway from north Minneapolis residents. This report summarizes the process and results of that engagement. For more information, visit the project webpage or contact Sarah Stewart (sarah.stewart@minneapolismn.gov, 612-673-3987). Anyone interested in being added to the project email list may also email Sarah with their contact information.

What is a greenway?

A Greenway is a space for non-motorized transportation, primarily bicyclists and pedestrians, that can look many different ways. Possible designs include (but are not limited to):

- A full greenway, where all traffic and parking are removed, green space is added, and a bike trail is installed (see Figure 1, next page)
- A half-and-half greenway, where half the street becomes a bike trail and the other half is used for traffic and, in most cases, parking (see Figure 2, next page)
- A bike boulevard, which preserves most traffic and parking while adding traffic calming features like traffic circles

The City worked with SRF Consulting, Inc., a local firm, to develop a proposed route and to assign proposed greenway designs along the route. The proposed route runs approximately 3.5 miles north-south primarily along Irving and Humboldt Avenues North. It starts at the Shingle Creek Trail near the intersection of Humboldt Avenue North and 47th Avenue North. From there, it passes Crystal Lake Cemetery, Folwell Park, Jordan Park and near North Commons Park, ending just north of Plymouth Avenue North. The southern end of the route is not yet determined. Most of the route is proposed to be a full or a half-and-half greenway. A map of the route and proposed designs can be found in Appendix A, page 20.

Figure 1: Full Greenway

Figure 2: Half-and-Half Greenway with One-Way Traffic and Parking

Project history

This project was initiated in response to community interest. The idea came from Twin Cities Greenways, a local, all-volunteer group promoting the construction of greenway-quality trails to better connect the Twin Cities area (www.tcgreenways.org). In 2011, Bike Walk Twin Cities, a program of Transit for Livable Communities, partnered with Twin Cities Greenways to fund Community Design Group to lead a series of community workshops in North Minneapolis. The workshops introduced the greenway concept to residents and gathered community feedback. Approximately 200 north Minneapolis community members participated in the workshops, and 171 completed surveys. Eighty-nine percent (89%) of survey respondents agreed or strongly agreed that, "The greenway concept would be an asset to north Minneapolis." Based on these results, the City of Minneapolis began to explore the greenway concept.

The engagement efforts described in this report follow up on two previous rounds of engagement the City conducted in 2012 and 2013. Reports summarizing the previous engagement are online at www.minneapolismn.gov/health/living/northminneapolisgreenway. Short summaries of these processes are also included below, and the project history is summarized in Figure 3 on page 7.

- **2012:** In fall 2012, the City presented three route options and three greenway design options to community members and collected input through an open house, attendance at events, and collecting surveys. Of the 452 people who completed surveys, most preferred the full "linear park" greenway type, followed by the "half-and-half" greenway type. Respondents also preferred a direct route that connected destinations like schools, parks, and other green spaces, as this type of route would support both commuting and recreational needs. The City developed the greenway proposal based on this input, selecting a direct route on Irving and Humboldt Avenues that connects several parks (with direct connections to Glen Gale, Jordan, and Folwell parks and within one block of North Commons Park). The route was also selected based on technical considerations (for example, using natural land features like parks to make turns).

- **2013:** In winter 2013, the City gathered community input on the proposed route and designs through online surveys, an open house, and five neighborhood-level meetings. A total of 368 people completed surveys sharing their input, including 108 people living directly on the proposed route. Overall, survey respondents indicated that they were supportive of the idea of a greenway, while they also raised some questions and concerns. The majority of respondents, however, appeared to be White home owners and only represented part of the demographic of north Minneapolis, which is one of the most diverse areas of the City. In spring of 2013, the City of Minneapolis worked with several partners (including the Alliance for Metropolitan Stability, the Northside Residents Redevelopment Council, Jordan Area Community Council, and Twin Cities Greenways) secure funding from the Center for Prevention and Blue Cross and Blue Shield of Minnesota to conduct a more thorough outreach process on the greenway proposal.

Focus on Equity

North Minneapolis, comprised of the Camden and Near North communities and many neighborhoods, is one of the most diverse parts of the city, with a population that is African American (43.0%), White (29.5%), Asian (12.7%), Hispanic (7.9%), American Indian (1.4%), and two or more races (5.1%).[1] It is a fairly young community with 32% of residents under age 18.[1] It is also the area with the highest concentration of poverty in the city: 46% (Camden) to 69% (Near North) of residents have incomes below 200% of the federal poverty level.[2] In addition, north Minneapolis residents experience health disparities in obesity (30% of residents are obese, compared to 19% of Minneapolis as a whole) and related conditions like hypertension and diabetes.[3]

Given the diversity of north Minneapolis and the disparities between north Minneapolis and other parts of the city, the City and its partners have focused on addressing equity in the greenway outreach and planning efforts. The primary focus has been to create an equitable and inclusive planning process that ensures that diverse residents' voices are represented in the input gathered – something that did not happen in the City's previous outreach efforts. In order to create a more equitable process, the City worked with many community partners with close connections to north Minneapolis, relying on their knowledge of the community. Together, these partners created a more open process with many opportunities to participate, and, as a result, received input from a much larger, more diverse group of north Minneapolis residents. This process is described in detail in the next section of this report.

The greenway also has the potential to address some heath inequities by increasing residents' access to physical activity opportunities. Research shows that living near green space is associated with higher levels of physical activity and walking or biking for transportation is associated with better health.[4,5,6,7] The greenway could also provide more transportation options in a part of the city where car ownership is low – 31% of households in the Near North community do not have vehicles, nor do 15% of households in the Camden community.[8]

---

[1] 2010 Census data compiled by Minneapolis Community Planning and Economic Development, available online at www.minneapolismn.gov/census/2010/index.htm.

[2] 2008-2012 American Community Survey data compiled by Minnesota Compass, available at www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul#!areas.

[3] Survey of the Health of All the Population and the Environment (SHAPE) 2010 data from Hennepin County Human Services and Public Health Department, available at www.hennepin.us/SHAPE.

[4] Active Living Research. 2010. Parks, Playgrounds, and Active Living. 2010. Available online at activelivingresearch.org/files/Synthesis_Mowen_Feb2010_0.pdf.

[5] Gordon-Larsen P, Boone-Heinonen J, Sidney S, Sternfeld B, Jacobs DR, Lewis, C. Active commuting and cardiovascular disease risk: The CARDIA study. Arch Intern Med. 2009 Jul 13;169(13):1216-1223.

[6] Grabow GL, Spak, SN, Holloway T, Stone B, Mednick AC, Patz, JA. Air quality and exercise-related health benefits from reduced car travel in the Midwestern United States. Environ Health Perspect. 2012 Jan;120(1):68-76.

[7] Pucher J, Buehler R, Bassett DR, Dannenberg AL Walking and cycling to health: A comparative analysis of city, state, and international studies. Am J Public Health. 2010 Oct;100(10):1986-92.

[8] 2008-2012 American Community Survey data compiled by Minnesota Compass, available at www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul#!areas.

Figure 3: History of Northside Greenway Public Engagement and Input

2011

- Who: Twin Cities Greenways/Transit for Livable Communities
- How: 10 workshops with diverse community groups
- What: Gathered input on idea of greenway
- Results: 200+ participants, 171 surveys, 76% people of color, 91% thought greenway would be an asset to the community; 73% would be happy to have a greenway in front of their houses

2012

- Who: Minneapolis Health Department (MHD)/Minneapolis Public Works (MPW)/SRF Consulting, Inc.
- How: Postcards mailed; open house held; articles in community newspapers; online surveys conducted
- What: Gathered input on greenway type and route preferences based on three route and three greenway type alternatives
- Results: 452 surveys completed; 53% North Mpls. residents; no data on race/ethnicity; respondents generally supportive of idea; prefer full or 1/2 and 1/2 greenway; prefer a direct route near greenspace

2013

- Who: MHD/MPW/SRF Consulting, Inc.
- How: Postcards mailed; letters and maps mailed to all on route; open house; 5 neighborhood-level meetings; articles in community newspapers; online surveys
- What: Gathered input on a specific greenway proposal with route and greenway types assigned
- Results: 368 surveys completed; 70% North Mpls. residents, no data on race/ethnicity; majority homeowners; 73-74% support route and types; 63% living on the route support it on their blocks

2014

- Who: MHD/MPW/Alliance for Metro Stability/13 community organization partners
- How: Door-knocking, 27+ events/meetings (including Open Streets); articles/stories in several news sources; online surveys
- What: Gathered input on slightly refined greenway proposal; added questions about race/ethnicity and language.
- Results: 2,040 surveys completed; 70% North Mpls. residents; 55% of residents are people of color; 25% of respondents on the route are renters; 70% of residents support the idea; 60% of people on the route support it on their blocks

2014 Outreach Process

The 2014 outreach process was co-facilitated by the Minneapolis Health Department (MHD) and the Alliance for Metropolitan Stability (AMS), a local nonprofit that works to advance racial, economic and environmental justice in growth and development patterns in the Twin Cities region. In September 2013, AMS and MHD convened a North Minneapolis Greenway Outreach Steering Committee to lead the outreach process. Committee members include representatives from MHD, AMS, Minneapolis Public Works, local neighborhood and community organizations, and individual neighborhood residents. A more complete list of committee members is included in Table 1.

Table 1: Outreach Steering Committee Membership

Individual neighborhood residents and representatives from:

- Alliance for Metropolitan Stability
- The Center for Prevention at Blue Cross and Blue Shield of Minnesota
- Camden Neighborhood Center
- Cycles for Change
- Hispanic Advocacy and Community Empowerment through Research
- Hmong American Partnership
- Hmong American Mutual Assistance Association
- Jordan Area Community Council
- Major Taylor Bicycling Club of Minnesota
- Minneapolis Bicycle Coalition
- Minneapolis Health Department
- Minneapolis Public Works
- Northside Residents Redevelopment Council
- Twin Cities Greenways

Based on input from the steering committee, AMS put out an application for funding for community organizations to conduct outreach activities to inform community members about the greenway and collect their input. A selection committee comprised of Northside residents, two staff members from AMS, and one staff member from MHD reviewed the applications, and groups were selected for funding based on the recommendations of the community members who sat on the committee. Table 2 on the next page lists the groups that received funding, the audiences they were targeting, and the strategies they used to conduct outreach.

Funded groups conducted outreach mainly between April and June 2014. Together, they held more than 27 events and meetings, including an Open Streets event on and near the proposed route. Some partners also knocked on doors on and near the route to gather input from the residents who would be most affected by a greenway. All outreach partners collected feedback by asking residents to complete surveys; they also documented feedback they received in reports. In addition to the work the outreach groups did, the greenway survey was also promoted through social media and traditional media, which directed people to complete an online survey. The survey was available in English, Spanish and Hmong and was open from March to June 2014. Survey questions asked respondents to share their support or opposition to the greenway, changes they would like to see, and their ideas for the greenway. The survey tool can be found in Appendix B, page 22.

At the same time that the outreach was happening, the City hired SRF Consulting, Inc. to conduct a feasibility study and convened a Technical Advisory Committee to oversee this work.

A full report describing the results of that study (including cost estimates and analysis of parking and traffic impacts) can be found online at the greenway project's main website: (www.minneapolismn.gov/health/living/northminneapolisgreenway).

Table 2: Funded Outreach Partners and their Outreach Strategies

Funded Group	Target Population	Outreach Strategies
Hispanic Advocacy and Community Empowerment through Research (HACER)	Latino residents	Attendance at events with large Latino participation
Hmong American Mutual Assistance Association (HAMAA)	Hmong residents living in north Minneapolis	Holding meetings with residents; door-knocking
Hmong American Partnership	Students at Hmong International Academy and their families and teachers	Working with youth to create a video about the greenway and to engage their families and teachers
Jordan Area Community Council	Jordan residents	Door-knocking on and near the greenway route in Jordan; meetings; ice cream socials
Lao Assistance Center of Minnesota (LACM)	Lao residents	Door-knocking; information session; conversations with clients who came for other services or events
Major Taylor Bicycling Club of Minnesota	African American residents	Holding weekly bike rides; attending community events; social media announcements; announcements on KMOJ
Minneapolis Bicycle Coalition	North Minneapolis residents living on and near the proposed route	Holding an Open Streets event on and near the proposed route, including creating greenway demonstrations by placing sod on streets
Minneapolis Highrise Representative Council	Residents of Hamilton Manor Highrise (located one block from the proposed route)	Holding meetings with residents at the senior-designated public housing highrise
Minneapolis Peace Collaborative	Northside youth and their families	Door-knocking and holding a 3-on-3 basketball tournament at Open Streets, where participants learned about the project and completed surveys
Northside Residents Redevelopment Council	Near North residents and youth at North High	Door-knocking on and near the route; working with youth at North High to engage their peers; door-knocking at an apartment building with a large Latino community
Pillsbury United Communities – Camden Neighborhood Center	Families living in the Camden community	Holding family community dinners; tabling at Open Streets
Project Sweetie Pie	Primarily African-American residents and youth; people interested in urban agriculture	Holding an Urban Farm Fare at the Open Streets event
Redeemer Center for Life	Church congregants, youth at Henry High, and residents of the Webber-Camden and Folwell Neighborhoods	Holding meetings at churches near the route; working with Henry High students to engage their peers; door-knocking on and near the greenway in the Webber-Camden and Folwell Neighborhoods

Summary of Results

Throughout the outreach process, a survey about the greenway (Appendix B) was the primary way that residents were asked to share their input. The organizations that conducted outreach also documented what they heard at their meetings and events. Surveys and information about the greenway were available in English, Spanish, Hmong and Lao.

A total of 2,040 surveys were completed: 43% were completed online, 34% were completed at events, and 23% were completed via door-knocking. Missing responses, which occur when a survey respondent skips a question, are excluded from the tables below. As a result, the total number of respondents shown in the tables and figures below varies. In some cases, percentages shown in tables do not add up to 100% due to rounding. For more detailed figures and tables, please see Appendix C, page 25. For maps of survey data, see Appendix D, page 35. For all responses to open-ended questions, see Appendix E, page 38.

Demographics of Survey Respondents

Where respondents live and response rates on the proposed route: Table 3 summarizes where respondents reported living. The vast majority of the respondents (70%) reported being north Minneapolis residents, and 276 survey respondents (or 15%) reported living or owning property directly on the proposed greenway route.

Table 3: Where Respondents Live	#	%
On the proposed route	276	15%
Within 1 block of the proposed route or on route alternative	223	12%
Within 2-4 blocks of the route	396	21%
Elsewhere in north Minneapolis	436	23%
Total north Minneapolis	*1,331*	*70%*
Outside of north Minneapolis but visit frequently	346	18%
Outside of north Minneapolis and don't visit frequently	218	12%
Total	1,895	100%

Response rates along the route: An approximate response rate can be calculated by dividing the total number of responses from unduplicated addresses along the route by the total number of properties along the route. When duplicate addresses are removed, approximately 259 distinct addresses on the proposed route are represented in the survey data. (Multiple survey responses from the same address may have occurred when an individual completed a survey more than once, when multiple individuals from the same household completed surveys, and when both a landlord and a renter completed surveys.) Of these 259 distinct addresses, 175 represent responses from property owners and 84 represent responses from renters. Along the greenway route, there are approximately 472 non-vacant, privately-owned properties. Therefore, an approximate response rate including both property owners and renters is 55% (259/472). An approximate response rate including property owners only is 37% (175/472).

Renters and Homeowners: Respondents who reported living on or within one block of the route were asked if they own or rent their homes; 73.5% reported owning their homes and 26.5% reported renting their homes. According to rental license data available on Minneapolis'

PropertyInfo service (http://www.ci.minneapolis.mn.us/propertyinfo/), about 32% of the properties along the proposed route are rentals.

Languages spoken at home: English is spoken in about 88% of survey respondents' households. The next most common language is Hmong, which is spoken in about 10% of survey respondents' households, followed by Spanish, which is spoken about 6% of survey respondents' households (percentages add up to more than 100% because multiple languages are spoken in some households). Table 4 summarizes the languages spoken in survey respondents' homes.

Table 4: Languages Spoken in Respondents' Homes	**#**	**%**
English only	1,279	79%
Hmong only	98	6%
English and Hmong only	59	4%
Spanish only	47	3%
English and Spanish only	46	3%
Lao only	27	2%
English and some other language(s)	49	3%
Some other language(s) only – no English spoken at home	13	1%
Total	**1,618**	**---**

Race/ethnicity of respondents: Overall, about 48% of survey respondents reported being people of color, as did about 55% of north Minneapolis residents and 51% of people who reported living directly on the proposed route. In comparison, according to the 2010 Census[9], about 70% of north Minneapolis residents are people of color. Figure 4 (next page) shows the racial/ethnic breakdown of survey respondents as well as the 2010 Census data on race and ethnicity of north Minneapolis residents.

Support and Opposition to the Greenway Proposal

Respondents were asked to indicate how much they support or oppose the greenway proposal. Overall, there was support for the greenway proposal, including among those who live on the route. Among all respondents, 76% support the greenway idea and 13% oppose it. Seventy percent (70%) of north Minneapolis residents who responded to the survey support the greenway idea and 17% oppose it; 60% of those who reported living directly on the route support the idea, while 25% oppose it. Among north Minneapolis residents, the greatest level of support for the greenway idea came from those living one block from the proposed route. Figure 5 (pg. 14) shows levels of support and opposition by where respondents live. Additional figures showing support by race/ethnicity and by data collection method can be found in Appendix C. A map showing support and opposition along the greenway route can be found in Appendix D.

[9] 2010 Census data compiled by Minneapolis Community Planning and Economic Development, available online at www.minneapolismn.gov/census/2010/index.htm.

Figure 4: Race/Ethnicity of North Minneapolis Residents: Greenway Survey and 2010 Census[1]

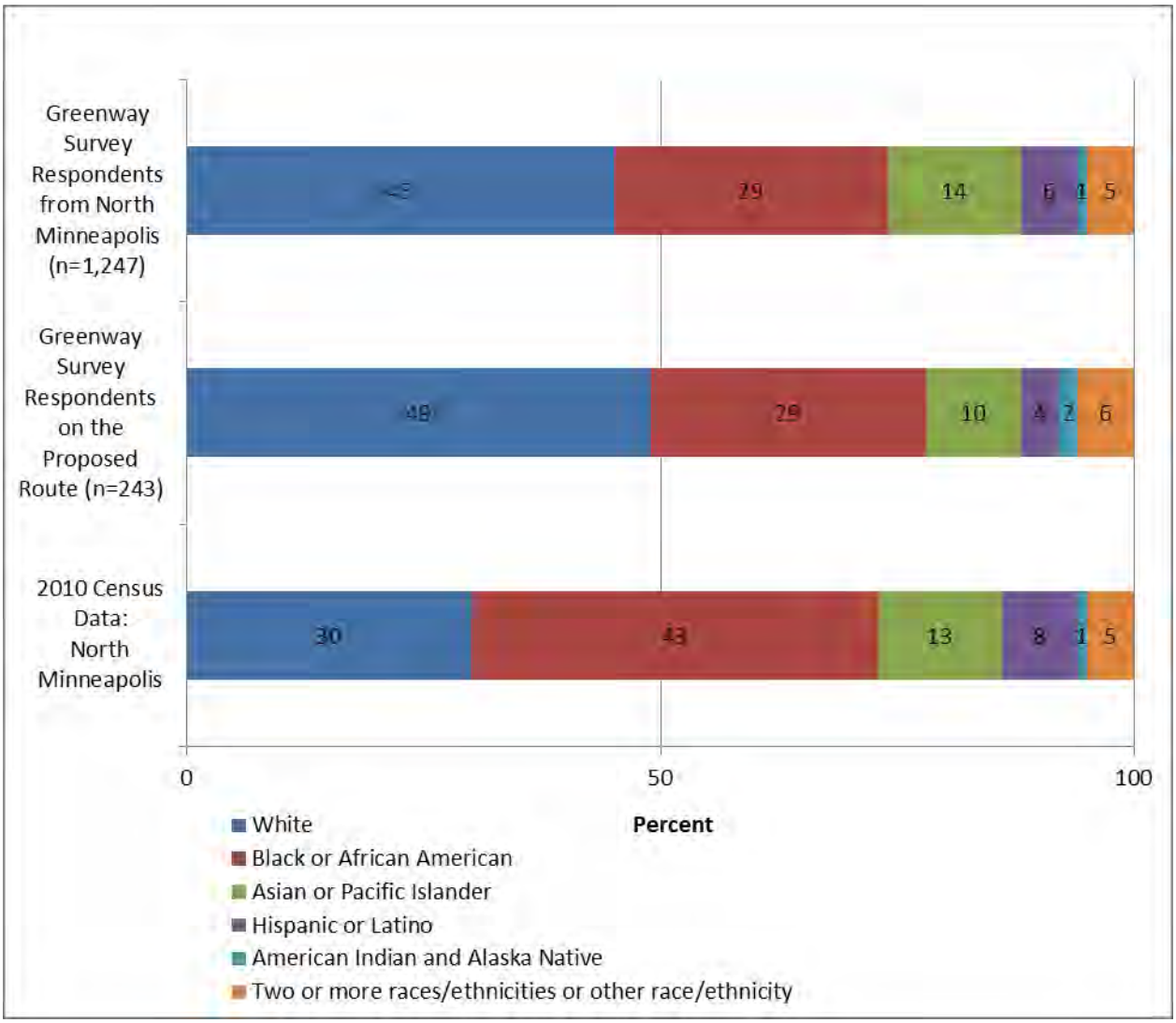
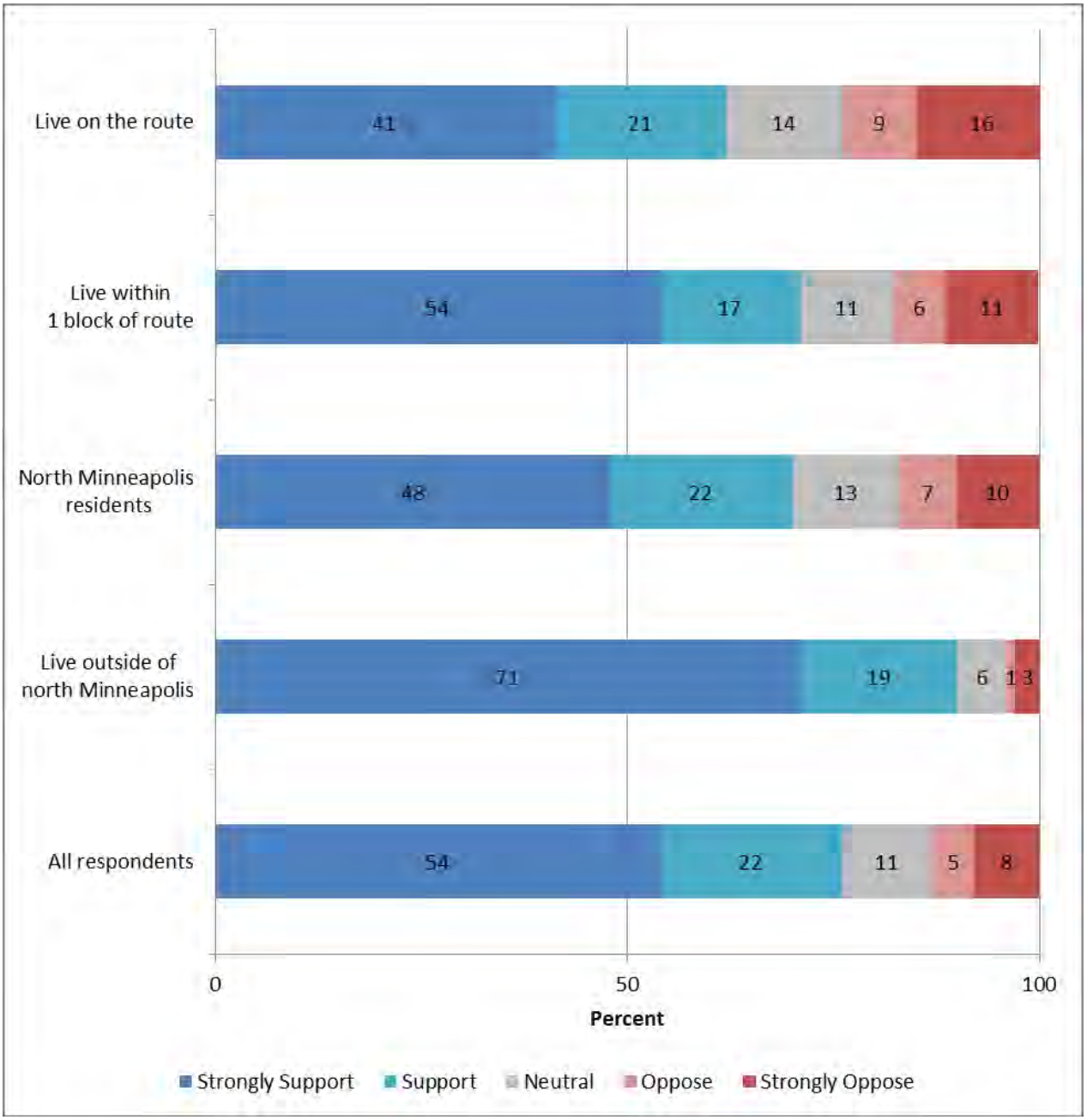


Figure 5: Greenway Support and Opposition by where Respondents Live



Potential Benefits and Concerns about the Greenway Proposal

The majority of greenway respondents reported being in support of the greenway idea and saw many potential benefits; however, respondents also shared concerns about the proposal.

The potential benefits most commonly brought up by respondents include:

- Additional green space and beautification
- Space for other amenities, like community gardens or pocket parks
- A safe space away from car traffic for biking, walking, and spending time, especially for kids and families
- Economic development on and near the greenway
- A draw for visitors from other parts of Minneapolis
- Space for community members to connect with each other

Some of the concerns most commonly brought up by residents include:

- Safety and crime on the greenway (this concern is addressed in more detail below)
- Accommodation of parking needs for residents and visitors
- Access to homes for elderly residents and people with disabilities
- The cost of constructing the greenway, especially potential costs for homeowners along the route
- Access for emergency vehicles on the greenway
- Maintenance of the greenway
- The potential impacts to traffic on adjacent streets
- Generally wanting more information about the project

Recommendations for Making the Greenway a Safe Space

Survey respondents were also asked what they would recommend in order to make the greenway a safe space. Most respondents to this question provided recommendations for improving perceptions of personal safety and preventing crime. The most common recommendations included:

- Install adequate lighting
- Provide frequent police or citizen patrols, especially on foot
- Install emergency phones
- Ensure that lots of people use the greenway (e.g., add amenities, attractions, beautification)
- Ensure good visibility/minimizing hiding places

Respondents also shared ideas for keeping pedestrians and cyclists safe, including:

- Provide good signage
- Ensure that intersections are safe for bikes and pedestrians to cross
- Provide physical separation of non-motorized traffic from cars
- Calm fast traffic/prevent speeding

Some respondents felt that a full greenway would be the safest option because they thought it would provide safety from both traffic and crime. A few respondents felt that a half-and-half greenway would be the safest design because it would provide safety from traffic but would maintain eyes on the street from people driving cars.

Studies about crime and safety on greenways suggest that crime and safety improve or are unchanged after greenways and trails are built. A literature review of these studies is available at www.minneapolismn.gov/greenwaysafety/.

Ideas and Suggested Changes to the Greenway Proposal

In their surveys, respondents shared ideas for the greenway and changes they would like to see to the plans. In terms of design, some respondents preferred a half-and-half while others preferred a full greenway. For some respondents, ensuring easy access to on-street parking was important, but for others, maximizing green space was important.

In terms of the route, the most common changes suggested included providing better connections to the south, moving the route from Irving to Humboldt, and providing better connections to other trails.

Respondents also shared their ideas for amenities they would like to see on a greenway. The most common suggestions included:

- Pocket parks/play spaces
- Lighting
- Landscaping (flower gardens, trees)
- Water fountains
- Commercial space (food carts, retail, small businesses)
- Resting areas (benches, gazebos, shade)
- Bike-related amenities (Nice Ride stations, bike parking, repair stations)
- Space for parking adjacent to the greenway

Feedback from Community Outreach Partners

All community outreach partners that received funding also completed reports to share feedback they received beyond the surveys that were completed. Overall, they heard interest in the greenway, but also significant concerns from residents. People who were supportive of it thought it would provide health benefits, bring positive changes to the neighborhood, and bring

more equity between north Minneapolis and the rest of the city. People who were opposed to the project were concerned about cost, parking, and whether the greenway would provide a direct benefit to residents. Most outreach partners also found that many of the people they talked with were hearing about the project for the first time. For some people, it was difficult to imagine a greenway on their streets since it would be such a big change; this made it difficult for them to provide feedback. Some outreach partners also found that some residents were not interested in providing feedback because they did not feel their input would be considered. Many outreach partners felt that it was important to continue to conduct outreach, provide information, and gather input from residents.

Conclusions and Next Steps

Overall, the survey data collected in 2014 shows signification interest and support for a greenway among north Minneapolis residents. Residents also expressed concerns and questions that need further exploration, including questions about cost, impact to property values, and parking considerations. As summarized in Figure 6, the outreach completed in 2014 was much more inclusive than previous outreach efforts and resulted in a much larger number of respondents as well as better reach among people of color and renters. This success is due to the work of the community groups that received funding to conduct outreach for this project. These groups used their deep, existing connections and knowledge of the communities they serve to develop outreach methods that worked best for those community members. The diverse outreach methods that they employed led to a much more robust outreach process. The City will continue to partner with community groups as the project moves forward.

Figure 6: 2013 and 2014 Engagement Results

2013 Engagement Process		2014 Engagement Process
371 surveys	→	2,040 surveys
258 Northside residents	→	1,331 Northside residents
4% renters	→	26% renters
Not very diverse	→	55% residents of color (Northside residents)

Next steps: The City and its partners will continue planning and outreach efforts in 2015. Planned efforts include:

- Meeting with residents along the route to 1) better understand what they want to see in a greenway and 2) better understand their concerns and how they might be mitigated
- Exploring the southern end of the route with focused engagement of residents in the Harrison neighborhood and the southern part of the Near North neighborhood
- Addressing gaps in previous engagement efforts (for example, reaching out to African American residents, who were underrepresented in the 2014 outreach process, and using census block data to better understand how well input gathered through outreach efforts represents the racial and ethnic diversity of the blocks along the proposed route)
- Exploring the possibility of a temporary pilot of a greenway on one or more blocks
- Conducting additional technical analysis

These efforts, conducted in partnership with neighborhood residents and organizations, will help the City to continue to answer residents' questions and refine plans based on residents' input.

Appendices

Appendix A: Route Map

See the full route map on the next page.

Proposed North Minneapolis Greenway Route Map

This map shows a proposal for converting low-traffic residential streets into a greenway in north Minneapolis. In most places, the proposed greenway would provide a park-like trail that increases space for pedestrians and bicyclists while reducing or eliminating motorized traffic and parking. In some cases, extra green space would allow for new amenities, like community gardens, pocket parks, or public art.

No decisions about a greenway route have been made. Community input will be used to make changes to both the route and the designs included on this map.

The City of Minneapolis welcomes community input on this project and will explore funding options if the community supports the greenway. There is no start date set to build the greenway as the project is still in an engagement phase.

Future planning efforts will explore connections in the Harrison neighborhood and further south, such as the Bassett Creek and Cedar Lake Trails.

Legend

- 37th Ave Greenway
- Existing Off Street
- Existing On Street
- Parcel

Proposed Greenway Route

- Full "Linear Park" Greenway
- Half and Half with a Two-Way
- Half and Half with a One-Way
- On Street Bike Lanes
- Off-Street Trail
- Bike Boulevard
- Route Alternative (No Greenway Type Assigned)
- Intersection Remains Open
- To be Determined
- Partial Intersection Closure
- Street Closure
- Traffic Flow ("Half and Half" Type)
- 10' Contour
- Railroad
- Park Activity Hub
- Park/Open Space
- Water
- School

1,000 500 0 Feet

Proposed Greenway Route with Intersection Treatments

NORTH MINNEAPOLIS GREENWAY

Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota

March 4, 2014

SRF Consulting Group, Inc.

Minneapolis City of Lakes

BlueCross BlueShield Minnesota

Appendix B: Greenway Survey Tool

See the survey tool on the next two pages.

North Minneapolis Greenway Community Input Survey, Winter/Spring 2014

DATA PRIVACY NOTICE

The purpose of this survey is to hear what people think about a greenway that may be built in north Minneapolis. The information you share will help shape the project so that it meets the needs and interest of residents. In this survey, we will ask for a street address or block number from people who live on or near the proposed greenway route so that we can learn what they think about the project and incorporate their feedback into project plans on a block by block basis. If you choose not to provide your address or block number, then your feedback will not be connected to the plans on or near your block. The only people who will see your private data will be staff working on the north Minneapolis greenway project at the Minneapolis Health Department (MHD), a student under the supervision of the project manager at MHD, and the community organization conducting outreach. The community organizations will release your survey to MHD and will not keep your data. MHD will summarize all survey answers into reports that do not reveal individual identities or private data.

This survey is being conducted from February to June 2014. You should only complete one survey about the greenway during this time. If you completed a survey about the greenway in 2013, we ask that you also complete this survey so that we can incorporate your opinions in this round of community input.

1. **Overall, to what extent do you support or oppose the north Minneapolis greenway proposal?**
   ☐ Strongly support ☐ Support ☐ Neutral ☐ Oppose ☐ Strongly oppose

2. **What changes would you make to the proposed greenway, if any?**

3. **What would you recommend to make the greenway a safe space?**

4. **What other information do you want to know about the greenway project?**

5. **Did you respond to a survey about the North Minneapolis greenway project in the winter of 2013?**
   ☐ Yes ☐ No ☐ Not sure

6. **Additional comments:**

The following questions will help us describe who participated in the survey.

7. **Which of the following best describes your race or ethnicity?** (Check all that apply.)

   ☐ American Indian, Native American, or Alaska Native
   ☐ Asian or Asian-American
   ☐ African
   ☐ Black or African-American
   ☐ Hispanic, Latino, or Spanish origin
   ☐ White or European-American
   ☐ Other -- please describe:_____

→ → → → → → → **Continued on the reverse**

8. **What language(s) do you speak at home? _____**

9. **Where do you live? (choose one)**
   - ☐ I live and/or own property directly on the proposed greenway route
   - ☐ I live and/or own property within 1 block of the proposed greenway route

   → **COMPLETE QUESTIONS 10-14**

   - ☐ I live within 2 to 4 blocks of the proposed greenway route
   - ☐ I live elsewhere in North Minneapolis
   - ☐ I live outside of North Minneapolis but visit frequently
   - ☐ I live outside of North Minneapolis and do not visit frequently

   → **SURVEY IS COMPLETE (skip questions 10-14)**

-Questions below are for those who rent/own property on or within one block of the proposed greenway route <u>ONLY</u>-

10. **Do you rent or own your property(ies) on or within one block of the proposed greenway route? (Check all that apply.)**
    ☐ Rent ☐ Own

11. **What is/are the address(es) of the property you own or rent on or within one block of the proposed greenway route? If you prefer not to share your address, you can share your block number instead (for example, 13XX Main Street).**

12. **To what extent do you support or oppose a greenway on your block?**
    - ☐ Strongly Support
    - ☐ Support
    - ☐ Neutral
    - ☐ Oppose
    - ☐ Strongly Oppose

13. **If a greenway were built on your street, how would you like it to be designed and what amenities would you like to see included? Please see the handout for some example designs.**

14. **Would you be interested in having your block closed to traffic for a short period of time as a temporary pilot of a greenway?**
    - ☐ No, I do not want my block to close down
    - ☐ Yes, for one weekend
    - ☐ Yes, for one week
    - ☐ Yes, for one month
    - ☐ Other (please describe):_____

Final survey. For use at community and neighborhood meetings and events.

Appendix C: Survey Data Tables

A total of 2,040 people completed surveys. Respondents were able to complete surveys online, at events, and through door-knocking (see Table 1). One respondent mailed in a survey to the Health Department. Missing responses, which occur when a survey respondent skips a question, are excluded from the tables below. As a result, the total number of respondents shown in each table varies.

Table 1

Survey Format	**n**	**%**
Door knocking	472	23.1%
Event or mail	690	33.8%
Online	878	43.0%
Grand Total	**2040**	**100%**

About 68% of respondents reported that they did not take a survey in winter 2013. 322 respondents (about 16%) reported taking a survey in 2013; and an additional 339 respondents (17%) were not sure if they took a survey in 2013, or they did not respond to the question. (Note: 371 surveys were actually completed in the winter 2013 engagement process; 452 surveys were completed in the fall 2012 engagement process.)

Respondent Demographics

Proximity to greenway: About 70% of respondents reported living in north Minneapolis, with 275 respondents reporting living directly on the proposed route. Table 2 below summarizes where respondents reported living. When provided, addresses were used to assign respondents to the categories below. (Only respondents who reported living on or within one block of the proposed route were asked to provide their addresses).

Table 2: Where Respondents Live

Proximity to greenway	**#**	**%**
On the proposed route	276	14.6%
Within 1 block of the proposed route or on route alternative	223	11.8%
Within 2-4 blocks of the route	396	20.9%
Elsewhere in north Minneapolis	436	23.0%
Total north Minneapolis	*1331*	*70.2%*
Outside of north Minneapolis but visit frequently	346	18.3%
Outside of north Minneapolis and don't visit frequently	218	11.5%
Total	1895	100%

145 respondents did not indicate where they live.

Race/ethnicity: Overall, about 48% of survey respondents reported being people of color, as did about 55% of north Minneapolis residents, and 51% of people who reported living directly on the proposed route (see Table 3). In comparison, according to the 2010 Census, about 70% of north Minneapolis residents are people of color (see Table 4). Comparing the survey data to the Census data for north Minneapolis residents, White respondents are overrepresented in the survey results, whereas African American and Latino residents are underrepresented. Race/ethnicity varied based on how surveys were completed, with more people of color completing surveys at events and via door knocking, and fewer people of color completing online surveys (see Table 5). Among all the respondents who answered the question about race/ethnicity, 12.6% identified as Asian or Pacific Islander, as did about 14.3% of respondents from north Minneapolis. (When respondents who did not answer the question about race/ethnicity are included, 11.8% of respondents identify as Asian.)

Table 3: Race/Ethnicity of Survey Respondents by Proximity to the Route

	All respondents		**North Minneapolis residents**		**Residents living on proposed route**		**Respondents living outside of north Minneapolis**	
Race/ethnicity	**n**	**%**	**n**	**%**	**n**	**%**	**n**	**%**
American Indian and Alaska Native	26	1.4%	17	1.4%	4	1.6%	4	0.7%
Asian or Pacific Islander	240	12.6%	178	14.3%	25	10.3%	51	9.4%
Hmong speakers	*162*	*10%**	*128*	*10.3%*	*20*	*8.2%*	*28*	*5.2%*
Black or African American	455	23.9%	356	28.6%	70	28.8%	42	7.7%
Hispanic or Latino	111	5.8%	68	5.5%	10	4.1%	20	3.7%
White	987	51.8%	566	45.4%	119	49.0%	408	75.3%
Two or more races/ethnicities	85	4.5%	62	5.0%	15	6.2%	17	3.1%
Total	**1904**	**100%**	**1247**	**100%**	**243**	**100%**	**542**	**100%**

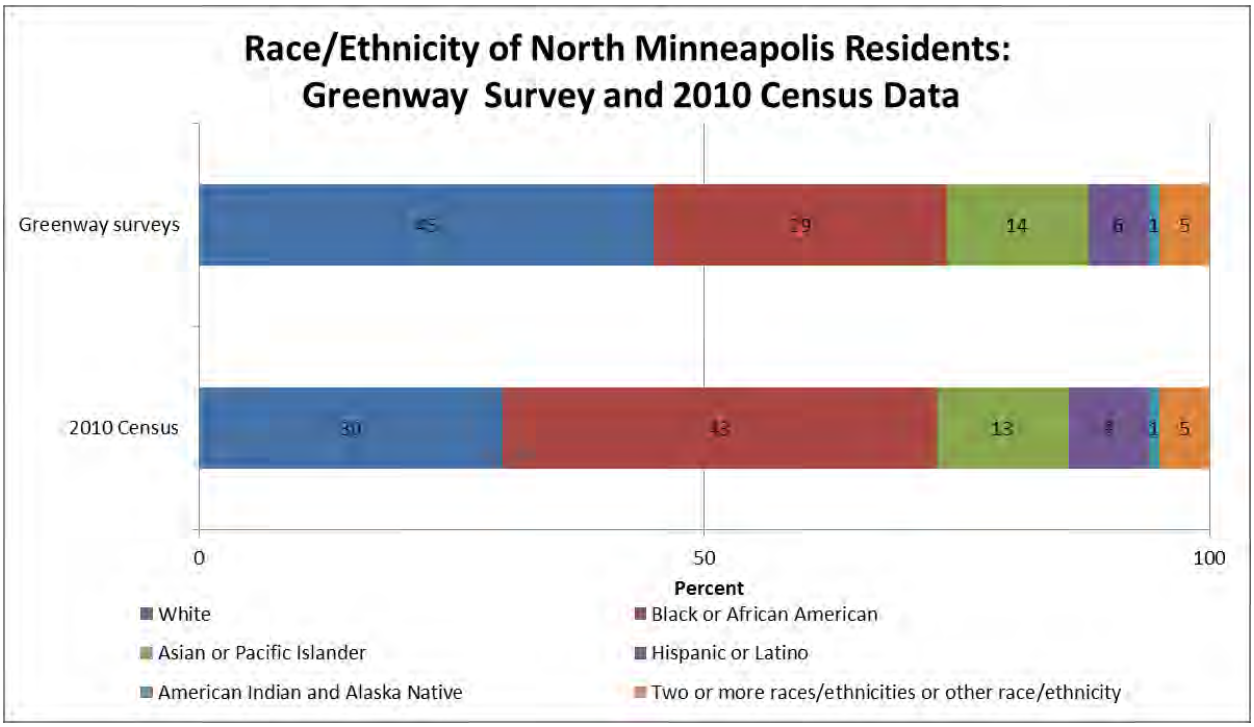
**The denominator for this calculation is 1,618 (or the number of people who responded to the question about what language is spoken at home).*

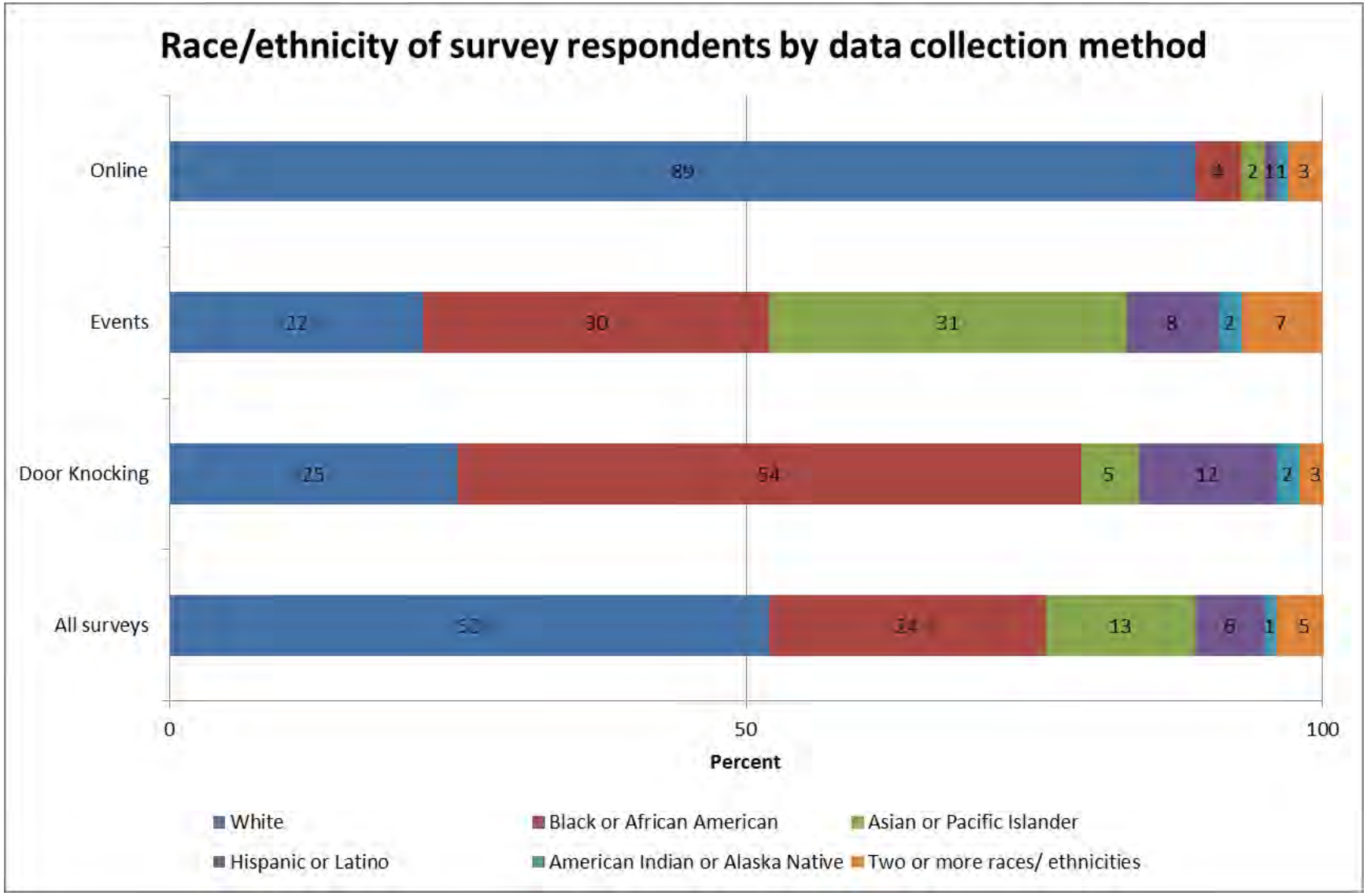
Table 4: Race/Ethnicity of North Minneapolis Residents (2010 Census)

	All north Minneapolis Neighborhoods		**Near North, Jordan, Folwell and Webber-Camden Neighborhoods**	
Race/ethnicity	**n**	**%**	**n**	**%**
American Indian and Alaska Native	845	1.4%	327	1.4%
Asian or Pacific Islander	7653	12.8%	3187	13.4%
Black or African American	25769	43.0%	11303	47.6%
Hispanic or Latino	4730	7.9%	1971	8.3%
White	17711	29.5%	5674	23.9%
Two or More Races	3075	5.1%	1237	5.2%
Some Other Race	187	0.3%	70	0.3%
Total	**59,970**	**100%**	**23,769**	**100%**

Table 5: Race/Ethnicity by Survey Format

	Door Knocking		Event		Mailed survey		Online		All surveys Total Count of race/ethnicity simplified	
	n	**%**	**n**	**%**	**n**	**%**	**n**	**%**	**n**	**%**
American Indian or Alaska Native	7	1.7%	12	1.8%	0	0.0%	7	0.8%	26	1.4%
Asian	20	4.8%	206	31.2%	0	0.0%	14	1.7%	240	12.6%
Black or African American	222	53.7%	196	29.7%	0	0.0%	33	4.0%	455	23.8%
Hispanic or Latino	49	11.9%	50	7.6%	0	0.0%	12	1.4%	111	5.8%
White	102	24.7%	148	22.4%	1	100.0%	736	88.8%	987	51.8%
Two or more races/ ethnicities	14	3.4%	45	6.8%	0	0.0%	26	3.1%	85	4.5%
Grand Total	**413**	**100%**	**661**	**100%**	**1**	**100%**	**829**	**100%**	**1904**	**100%**




Race/ethnicity of survey respondents by data collection method
Online
Events
Door Knocking
All surveys
89
4
2
1
1
3
22
30
31
8
2
7
25
54
5
12
2
3
52
14
13
6
1
5
0
50
100
Percent
White
Black or African American
Asian or Pacific Islander
Hispanic or Latino
American Indian or Alaska Native
Two or more races/ ethnicities

Language: English is spoken in about 88% of survey respondents' households. The next most common language is Hmong, which is spoken in about 10% of survey respondents' households, followed by Spanish, which is spoken in about 6% of survey respondents' households. (Note, these percentages add up to more than 100% because more than one language is spoken in some households.) Table 6 provides a summary of languages spoken; Table 7 summarizes languages spoken by Asian respondents.

Table 6: Languages Spoken in Respondents' Households *(422 respondents did not answer this question)*

Language	**n**	**%**
English only	1279	78.95%
Hmong only	98	6.05%
English and Hmong only	59	3.64%
Spanish only	47	2.90%
English and Spanish only	46	2.84%
Lao only	27	1.67%
English and some other language(s)	49	3.02%
Some other language(s) only – no English spoken at home	13	0.80%
Total	**1618**	**---**

Table 7: Languages Spoken by Asian Respondents *(23 Asian respondents did not answer this question)*

Row Labels	**Count of Language simplified**
Hmong	95
English, Hmong	58
Lao	26
English	20
English, Lao	4
English, Hmong, Thai	3
English, French, Vietnamese	1
English, Lao, Thai	1
English, Lao, French	1
Vietnamese	1
English, Lao	1
Chinese	1
Hmong, Lao	1
English, Korean	1
English, Hmong, Lao, Thai	1
English, Filipino	1
English, Japanese	1
Total	**217**

Renters and Home Owners:
Respondents who reported living on or within one block of the route were asked if they own or rent their homes; 73.5% reported owning their homes and 26.5% reported renting their homes.

Support/Opposition to Greenway

Overall Support:
Overall, 76% of respondents support the greenway idea and 12.6% oppose it. Among north Minneapolis residents, 70.2% of respondents support the greenway idea and 16.8% oppose it. Among those living on the proposed route, 61.3% support the greenway and 25.1% oppose it. (See Table 8; Table 9 shows overall support by race/ethnicity; Table 10 shows overall support of north Minneapolis residents by race/ethnicity.)

Table 8: Support by proximity to the greenway

Row Labels	**All respondents**		**North Minneapolis Residents**		**Live on Route**		**Live within 1 block of route**		**Live outside of N Minneapolis**	
	n	**%**	**n**	**%**	**n**	**%**	**n**	**%**	**N**	**%**
Strongly Support	1090	54.1%	634	48.3%	111	40.8%	120	54.3%	399	71.0%
Support	442	21.9%	287	21.9%	57	21.0%	37	16.7%	109	19.4%
Neutral	228	11.3%	170	13.0%	37	13.6%	25	11.3%	34	6.0%
Oppose	100	5.0%	88	6.7%	24	8.8%	14	6.3%	6	1.1%
Strongly Oppose	154	7.6%	133	10.1%	43	15.8%	25	11.3%	14	2.5%
Grand Total	**2014**	**100%**	**1312**	**100%**	**272**	**100%**	**221**	**100%**	**562**	**100.00%**

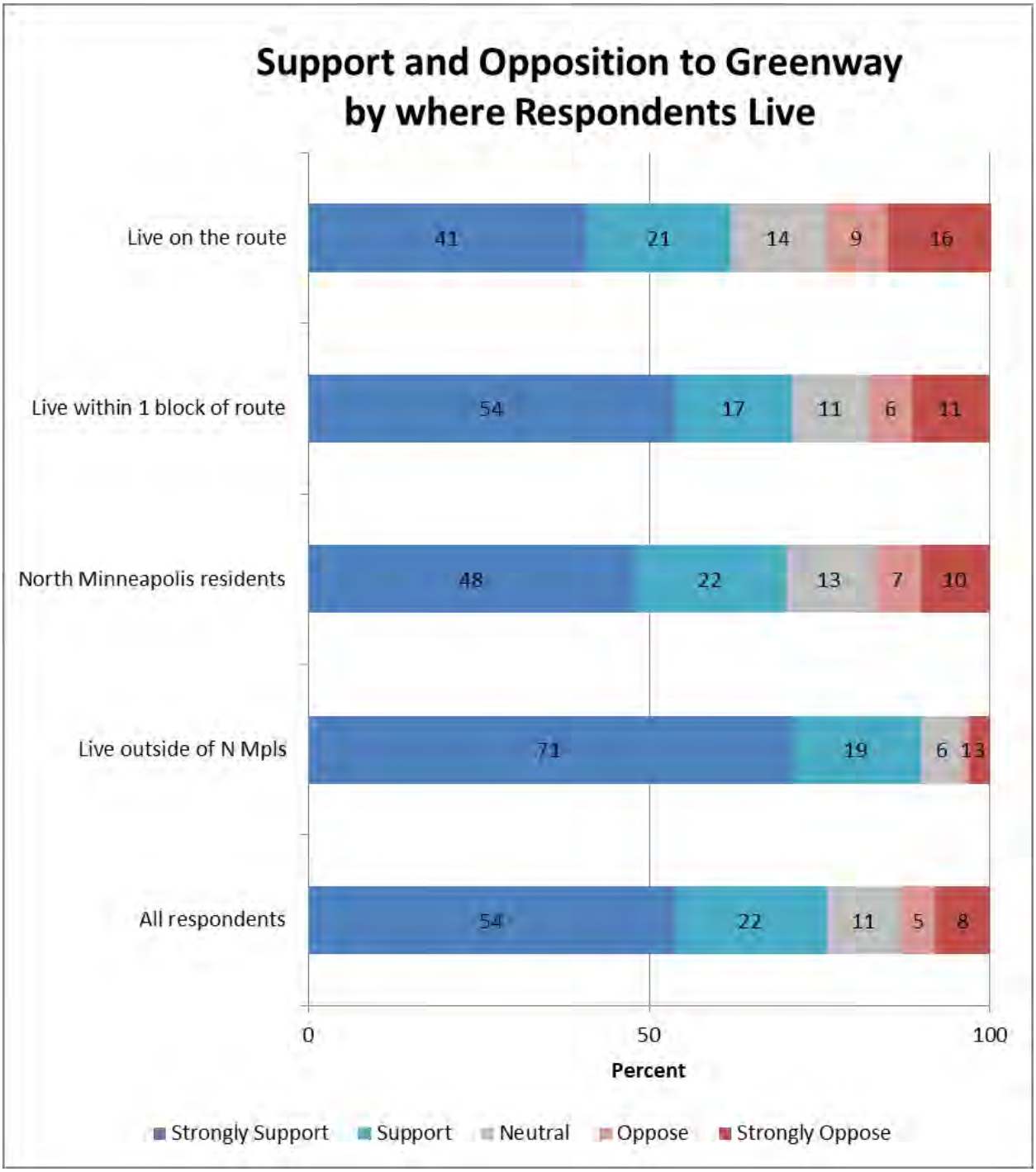
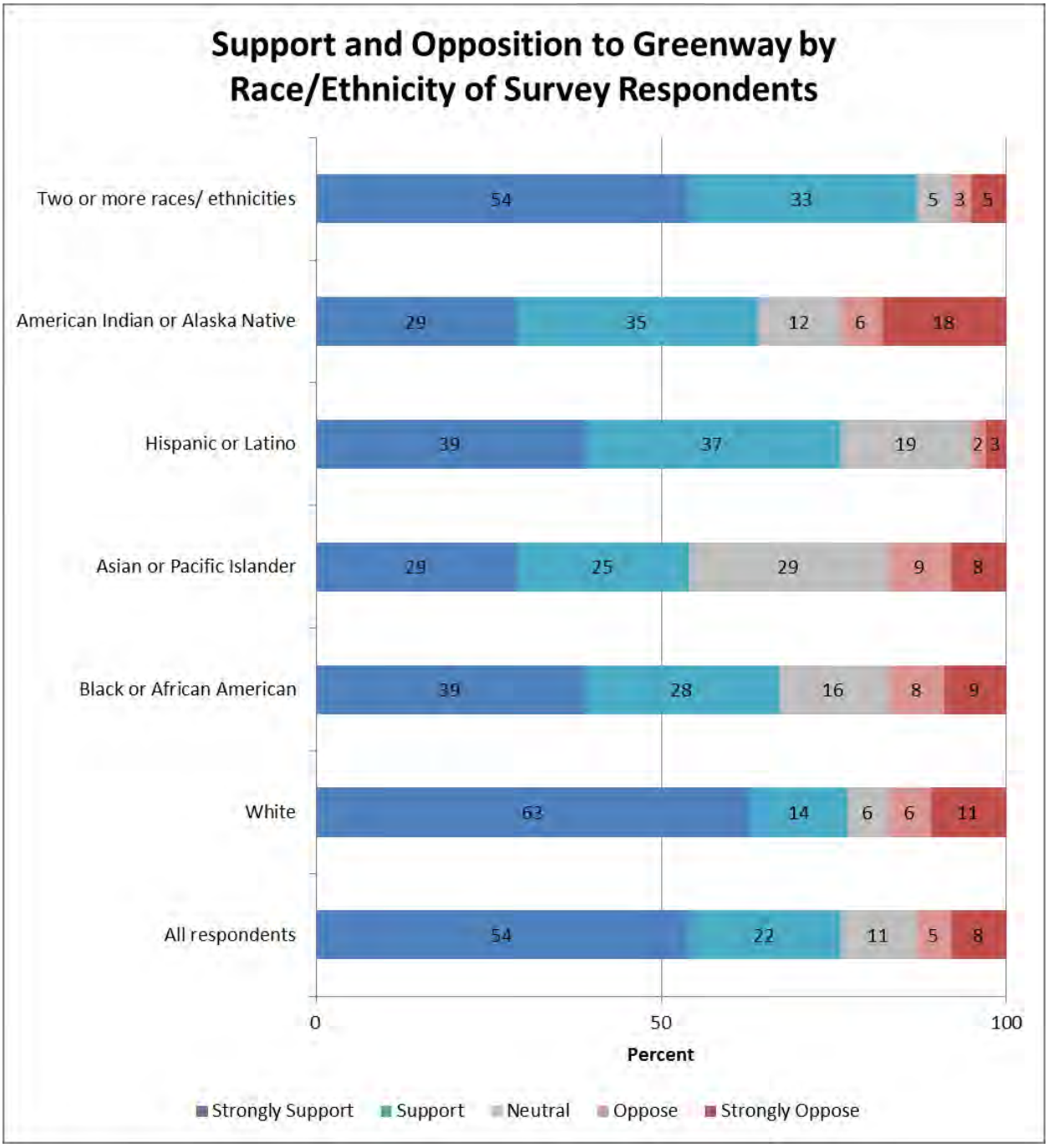

Support and Opposition to Greenway by where Respondents Live
Live on the route
41
21
14
9
16
Live within 1 block of route
54
17
11
6
11
North Minneapolis residents
48
22
13
7
10
Live outside of N Mpls
71
19
6
13
All respondents
54
22
11
5
8
0
50
100
Percent
Strongly Support
Support
Neutral
Oppose
Strongly Oppose

Table 9: Support by race/ethnicity

	Asian or Pacific Islander		Black or African American		Hispanic or Latino		Two or more races/ ethnicities		White		American Indian or Alaska Native	
Strongly Support	74	31.0%	176	39.3%	43	39.1%	49	58.3%	689	70.4%	10	40.0%
Support	68	28.5%	126	28.2%	47	42.7%	25	29.8%	138	14.1%	8	32.0%
Neutral	61	25.5%	78	17.4%	17	15.5%	5	6.0%	43	4.4%	3	12.0%
Oppose	17	7.1%	32	7.2%	1	0.9%	2	2.4%	38	3.9%	1	4.0%
Strongly Oppose	19	7.9%	35	7.8%	2	1.8%	3	3.6%	70	7.2%	3	12.0%
Total	**239**	**100%**	**447**	**100%**	**110**	**100%**	**84**	**100%**	**978**	**100%**	**25**	**100%**

Table 10: Support by race/ethnicity – north Minneapolis residents only

	American Indian or Alaska Native		Asian or Pacific Islander		Black or African American		Hispanic or Latino		White		Two or more races/ ethnicities	
	n	%	n	%	n	%	n	%	n	%	n	%
Strongly Support	5	29.4%	52	29.4%	137	39.0%	26	38.8%	354	63.3%	33	54.1%
Support	6	35.3%	44	24.9%	97	27.6%	25	37.3%	77	13.8%	20	32.8%
Neutral	2	11.8%	51	28.8%	57	16.2%	13	19.4%	31	5.5%	3	4.9%
Oppose	1	5.9%	16	9.0%	29	8.3%	1	1.5%	34	6.1%	2	3.3%
Strongly Oppose	3	17.6%	14	7.9%	31	8.8%	2	3.0%	63	11.3%	3	4.9%
Total	**17**	**100%**	**177**	**100%**	**351**	**100%**	**67**	**100%**	**559**	**100%**	**61**	**100%**


Support and Opposition to Greenway by Race/Ethnicity of Survey Respondents
Two or more races/ ethnicities
54
33
5
3
5
American Indian or Alaska Native
29
35
12
6
18
Hispanic or Latino
39
37
19
2
3
Asian or Pacific Islander
29
25
29
9
8
Black or African American
39
28
16
8
9
White
63
14
6
6
11
All respondents
54
22
11
5
8
0
50
100
Percent
Strongly Support
Support
Neutral
Oppose
Strongly Oppose

Support on block

Of those who live directly on the proposed route, 61% support a greenway on their blocks and 24% oppose a greenway on their blocks. Of those who live within one block of the proposed route or on a route alternative, 68% support a greenway on their blocks and 21% oppose a greenway on their blocks. Data showing support on residents' blocks is shown in Table 11.

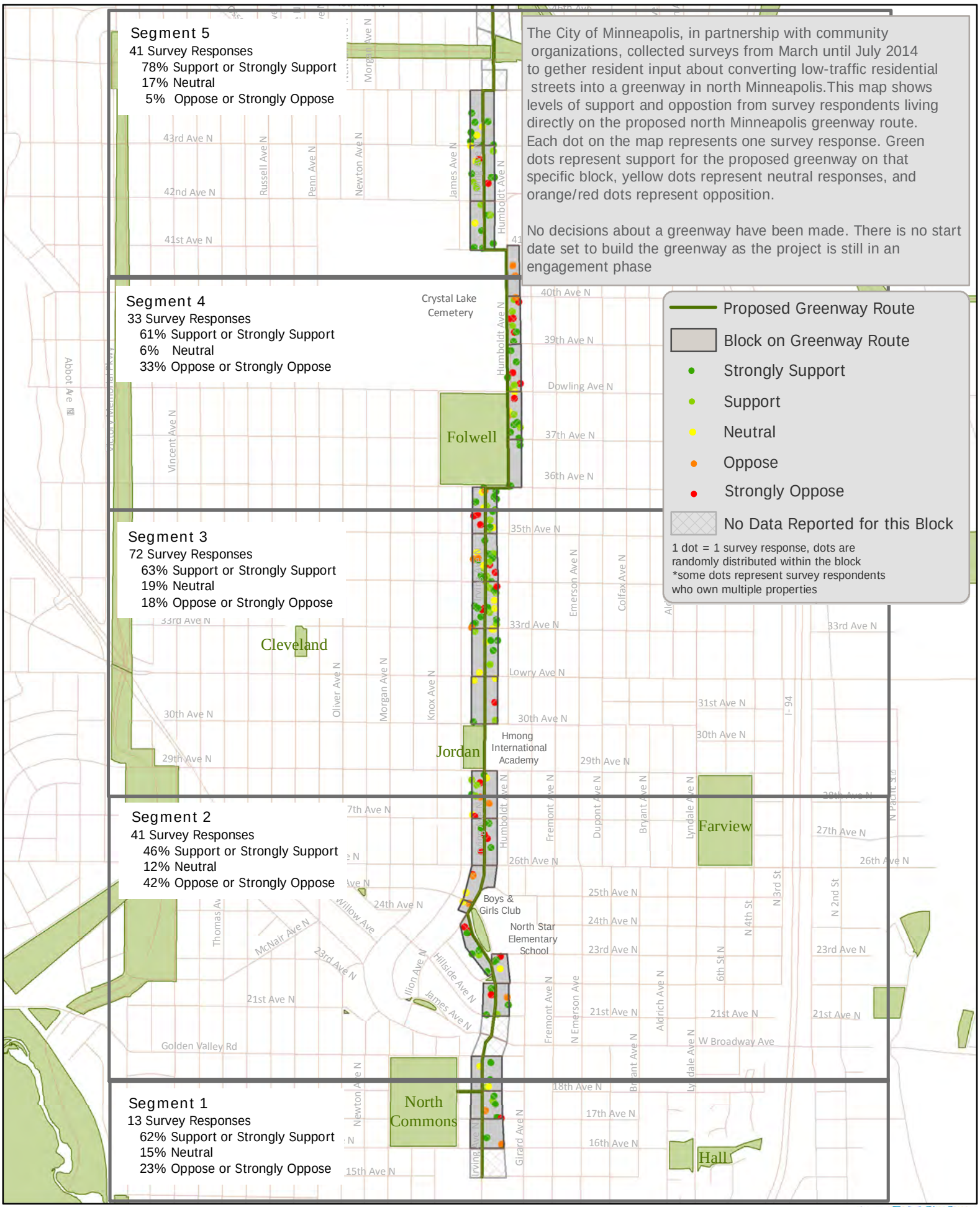
Table 11: Support for greenway on block

	Live on the proposed route		Live within 1 block or on route alternative	
	n	**%**	**n**	**%**
Strongly Support	103	41.37%	104	51.23%
Support	50	20.08%	34	16.75%
Neutral	36	14.46%	23	11.33%
Oppose	20	8.03%	15	7.39%
Strongly Oppose	40	16.06%	27	13.30%
Total	**249**	**100.00%**	**203**	**100.00%**

Appendix D: Maps of Greenway Support and Opposition

See maps on the next two pages

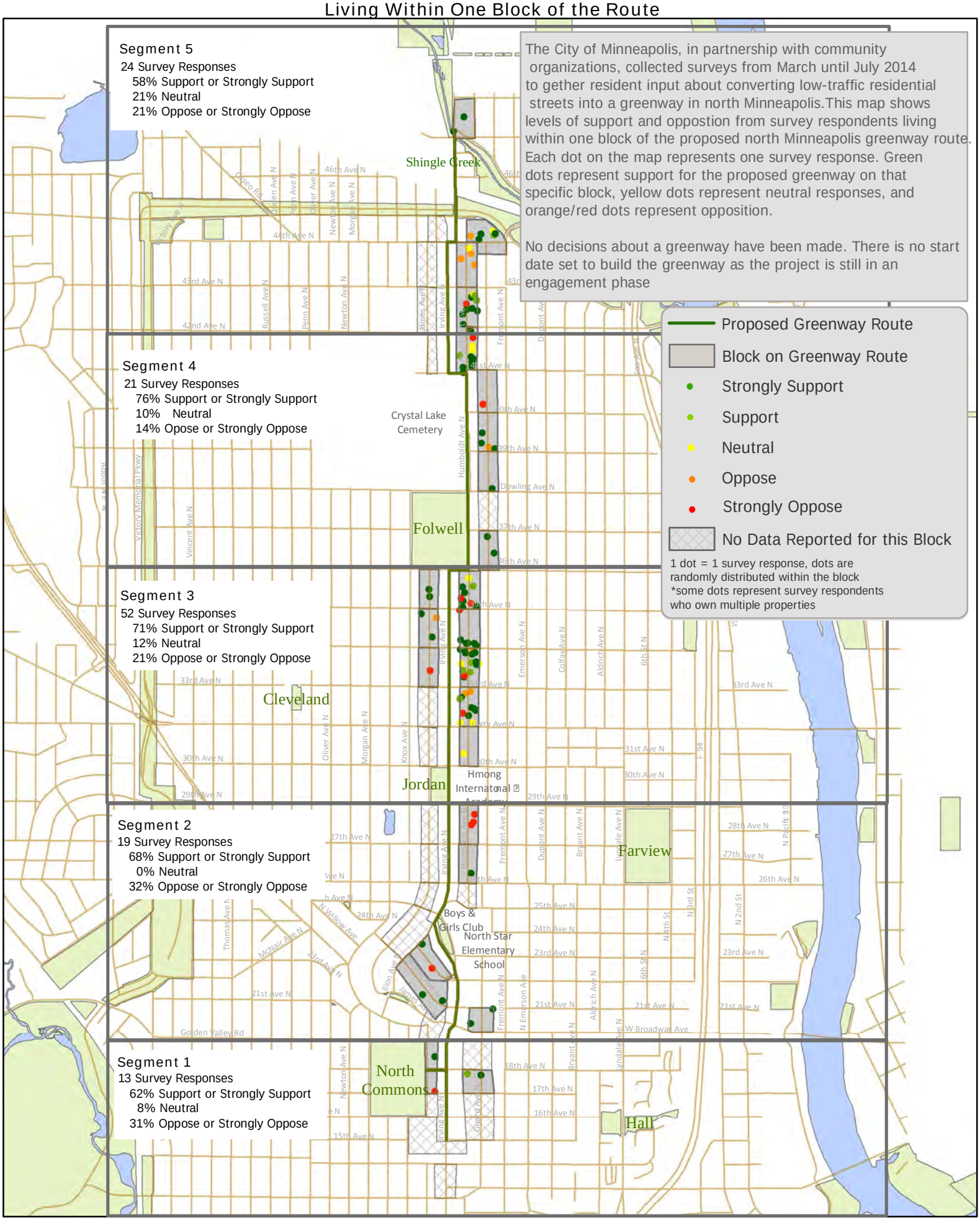
Support for Proposed North Minneapolis Greenway: Survey Respondents Living Directly on the Route



Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota

October 2014

Support for Proposed North Minneapolis Greenway: Survey Respondents Living Within One Block of the Route



The City of Minneapolis, in partnership with community organizations, collected surveys from March until July 2014 to gether resident input about converting low-traffic residential streets into a greenway in north Minneapolis.This map shows levels of support and oppostion from survey respondents living within one block of the proposed north Minneapolis greenway route. Each dot on the map represents one survey response. Green dots represent support for the proposed greenway on that specific block, yellow dots represent neutral responses, and orange/red dots represent opposition.

No decisions about a greenway have been made. There is no start date set to build the greenway as the project is still in an engagement phase

Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota

October 2014

Appendix E: All Comments Received, Sorted by Respondent Proximity to the Greenway

Question 2: What changes would you make to the proposed greenway, if any?

Respondents who live on the proposed route:
1. Get police input into safety recommendations. 2. Provide community gathering opportunities
A street other than mine
address parking
Address security, parking, and likely increased alley traffic.
as much green space as possible
Benches, bike racks
big enough from youth
Bike racks
Botanical gardens
Bring the greenway to the Mississippi River so there's a flow to and from North Mpls to the riverfront.
busses and cars should slow down
busy streets make better sense for bike lanes than residential streets
buy out the homes on the proposed route
Child friendly
Choose different location
Continued access to on street parking for homeowners. We already have designated bike lanes on most streets. This is for vehicles that primarily only need trails or roads about 5 months per year while disrupting access to cars 12 months per year.
disability
Do NOT put a bike-only path. Don't get me wrong, the idea is nice, but a LOT of Northside residents do not have enough room to park in the back alley. Building a larger driveway is expensive and may not be feasible on small lots. This would put a huge burden on my in-laws who rely on street parking, particularly with my mother-in-law's MS.
do not stop all traffic on streets
don't do it *(3 respondents)*
Don't know right now
Don't like full greenway in front of my house, I think it would be an inconvenience to the home owner with no on street parking.
don't put a greenway where there are residences on an existing street.
Don't want it
don’t want the greenway!!!
Don't waste the money
Eliminate it from residential neighborhoods.
from what I have seen, it looks good
full
get it done!
Go find another street to put it on
go to Gerard, no I don't want to look, already did
good volunteers for greenway

half
half & half on streets where you can only park on one side
half and half
having the city pay for garage
Hurry and get done
I am against the cost, I'm not sure there are enough current bikers. I would vote for the entire street being used for the pathway. Have the city buy the empty lots.
I am very enthusiastic about the Full Linear Park Greenway, though I realize there may be more support for residential parking in front of one's house as well as behind. But, from information regarding the alternatives to FULL Linear Park they would fall way short of meeting the PRIMARY GOAL (see #3)
I hope people can park & drive on the street
I like the idea of connecting the southern portion to other existing trails. The original plan to end at or around Plymouth & Freemont would limit access to the broader trail network and introduce hazardous conditions.
I like the proposed greenway route as it is today.
I like the way it
I live on the 3700 block of Humboldt. Ave. N. We need guest parking in front of our house and the alley traffic between the 3700 block of Girard and Humboldt Aves. needs to be addressed and mitigated before I continue my support for this project. There is no way I will have my guests walk even a block to my house if they have to park on the street. Furthermore, I would like to know how many people on this planning board live in the Folwell neighborhood. If they do, then they would certainly understand that people here have a legitimate concern for safety and a rational fear of the neighborhood.
I prefer half and half
I prefer the full greenway option.
I support the full conversion to a greenway.
I support the half and half greenway or the bike boulevard. I do not support the full linear greenway. I live on the proposed route and for a number of reasons, having access my home only from the rear would be extremely inconvenient on a daily basis, and even more so carrying groceries, luggage, furniture, or having elderly guests. I've lived in my home 33 years, and am nearing retirement age. Not being able to park in front of my home would reduce the quality of my life in my home and reduce the years I will be able to stay here.
I think it should continue more as a straight line from 44th following Humboldt Ave instead of switching to Irving.
I think it'd be best to place amenities like playgrounds and BBQ's in existing parks or in areas that are located away from people's houses. I like the idea of people passing through on a bike/walking path, but I don't like the idea of having a BBQ where a crowd of people will likely gather and make noise located right outside my front door. Quieter things like a community garden would probably be okay.
I want it to be on my block on Irving, along Glen Gale Park.
I would add emergency call boxes and nice ride stations.
I would invest more money in our parks and recreation. When I was young I was in soccer, baseball and took community education classes at the Folwell park. We also had the ice skating rink for the winter and kids pool for the summer. Why can't we invest money in the parks and get these programs back instead of making a greenway? The baseball fields are overrun with weeds and there are no longer any football fields.
I would lose ability to have parking in front of my house.

I would prefer some street access for cars and parking as people along this route often don't have access to the alleys and their garages during the winter months.
I would prefer the greenway on the larger street (Penn avenue Lowry) for the purpose of visibility, business, and accessibility. Putting the greenway in the smaller street can challenge the resident that are impacted by it with parking space. North Minneapolis allies are not made for parking 4 to 5 car per household.
I would strike the possibility completely. It makes NO sense with the layout and needs of North Minneapolis. There was obviously no thought given to logistics whatsoever. Our street is half abandoned as it is, it is usually impossible to find a parking spot as it is, and we have NO off-street parking. Getting rid of all the on street parking here will cause problems not only for us (and a disability here!), but for surrounding streets, visitors to this street, etc. Hell, pretty much every street in north is a mess when it comes to the winter parking restrictions. You're going to remove swaths of existing parking? That's nonsense. Don't even get me started on how the city neglects to plow the alleys pretty much all winter, completely rendering alley parking useless for anyone who has it - not to mention that alley parking comes with its own risks.
I wouldn't make any
If I was offered
Irving Avenue, between 41st & 42nd Avenues should be a full park, not a street with painted lines, limited parking and stripped of half of its decades old oak trees.
It sounds great!
Keep the Greenway entirely on Humboldt Ave, it can continue from Shingle Creek Trail all the way to the Jordan neighborhood before turning onto Irving. Bikers and pedestrians won't have any dangerous intersections or awkward path turns to worry about. Make 95% of the path a "Full Linear Park Greenway." This way it will be a long, continuous park, like the more affluent areas of south Minneapolis have, make it a true attraction of Camden/Folwell/Jordan. This should send more home buyers, families, and more tax money into our neighborhood, eventually making it nicer for people that are dedicated to North Minneapolis; to make a home for their children, send them to school here, and make it a beautiful thing for everyone to share.
Keep the street access in front of houses
Keep this from running 3800 - 4300 Humboldt where this will require 100% closure of Humboldt - many many folks here depend on using Humboldt for access to their homes!
leave parking on the street for the residents
less linear
Less road closings
like full greenway
like half the best because of parking
maintain parking, but open to a bike
make a bump out on Humboldt, cross walk posts
make it a full linear park
make it green
Make it safe for kids
Make more parking
make no changes
Make one way up Humboldt and down Irving. create as large as possible area.

Make sure cars can still drive down it and park on it, because most homes in the area-specifically the 3800 block of Humboldt have a single car garage.
Make sure single family homes have dedicated parking. Funds should be made available to pay for driveways.
Maybe individuals or groups could "sponsor" sections of greenway like the "adopt-a-highway" program?
more activities like today
More cameras *(2 respondents; translated from Spanish)*
more comfortable with half and half
more full linear as possible
more half and half/less linear
more people
Move it
Move to another neighborhood
n/a don't do it
Nicer stuff like benches, ponds and sun flowers
No cars on greenway, safer for bikers
No changes *(2 respondents)*
no changes -- I like the full-greenway option the best.
No changes. Dislike
No closing of streets. I depend on accessing my home from the front sidewalk.
no greenway, don't think it's necessary, not a good use of money
no info
no linear, half and half
no preference on half and half, cut down traffic, as long as houses aren't town down, I support
No traffic on the streets makes it safer for children. Less chance of obnoxious people disregarding traffic rules.
None *(35 respondents)*
None - excellent proposals as-is.
none - loves the full greenway, has 3 kids
None at this time
none don't need this
none, I support it on N. Irving. I like the option with one lane of traffic with parking on Irving
none, keep it the same, do it somewhere else
None, sounds good
None, the proposal/routes as it stands is excellent.
none, like the idea of closing the whole street and putting a parking lot at both ends or within in walking distances.
None. Move to new neighborhood
not full linear
Not just bikes
not on all the street and how far it is going 44 - Plymouth
Nothing (3 respondents)

nothing to mention
Parking *(4 respondents)*
parking is a concern
part for dogs
Per conversation at a prior community input meeting, I know there are some homes on Irving Avenue whose only access to their driveway/garage is on Irving Avenue so a full greenway would cause problems with access to these driveways & garages.
Pond w/ fish
prefer bike boulevard on this block
probably a lot more support with half and half design
put it on Gerard
Room for emergency vehicles
Run the bike path on current park green space along Irving Ave and Fowell Park and smaller parks/cemetery. For residential Irving Ave No. run a half bike path/half drive.
Scrap plan
Scrub it, it's not a wise idea for Minneapolis, MN. Emergency vehicles are more important to get to my home and police and the fire department don't need this silly problem for bikers. Parking in front of our homes is more important. It will bring home values down. It's another means of trying to raise taxes also.
see more final
Separate bike traffic in either direction like what is being currently done with the Cedar Lake Trail and the Kenilworth Trail. Make this greenway a destination for bikers instead of just another trail like Victory Memorial.
Since there is not a final decision regarding the route and cost it is difficult to propose changes.
Smaller streets, less traffic
Something w/ water
start/end at Plymouth Ave
Take the path out of residential neighborhoods and place it along main .
Take the trash out first make things tougher on these slum lords that's a good start right there
The south end near North High should be developed sooner - utilizing Irving to 12th - then splitting - one route running to 7th and downtown and the other following Van White to Harrison and the bike trails to Bryn Mawr
There are a number of empty lots along the proposed greenway route that are owned by the City of Minneapolis. I think it would be nice to include options to utilize these spaces into the plan, including additional public parking, public garden spaces, etc.
they didn't think about
they would ride down the greenway
Trollies
Try to put all types of flowers from around the world
two way parking
violence
we need more

We need parking on the street we live on (Irving). Many (most) people I associate with (family, friends, co-workers) hesitate coming into my neighborhood (legitimate safety concerns). If I don't have available parking outside my front door (or in VERY close proximity), they won't come at all. It is very discriminating to the homes without adequate alley parking (alleys aren't safe either).
we need to take care of the rest of the trash/slumlords/crime first. We need cameras on every corner, alleyway. We already have no parking on 42nd
Where route passes neighborhood parks like Folwell, allow at least one side street parking and car traffic. The parking lot is too far from the ball fields to keep an eye on while playing and there is already a paved trail bordering Humboldt, separate from car traffic.
Why do we need another park that goes through the block?
Wouldn't have it, it is a waste of money and not enough people use them to make it viable. Also there is already not enough parking un Minneapolis
wouldn't mind, concerned about parking in garage
yes, wants it to go different way
Respondents who live within 1 block of the proposed route or on a route alternative
1 full linear park greenway
1) location closer to Lyndale (parkway location) 2)sections of it instead of full stretches 3)segment trails
1) Route north of 42nd should stay right on Humboldt to the new library. 2) Need a better connection to the new Webber pool
a fencing or border to offset trash
add lights to greenway
All
Allow for a bike trail, but still allow for resident parking in front of houses, etc.
Are there any other options, other than the three possibilities presented?
as a resident that lives on Girard and near one of the proposed open intersections at Dowling, I would like to see steps taken to ensure traffic calming off of the greenway to ensure the additional traffic doesn't overwhelm my street and make it unsafe for my daughter to get to the greenway. for the bike path, I would appreciate if it feels less like a sidewalk (victory memorial) and more like a trail that gently winds back and forth more like sections of Kenilworth and Cedar Lake. On a bike, long straight sections with many drops to street level is not conducive to a relaxing ride. Giving bikes right of way as often as possible helps as well.
Bike boulevard *(2 respondents; 1 translated from Spanish)*
Bike racks, rain gardens
calm traffic, full or half and half, too speedy
Cancel the project. Use any grant funds for other improvements.
clean environment (crime, etc, drugs)
come on Humboldt & 29th
Connecting it to established bike paths is important.
continue further south
Continue over Plymouth
Could it be possible to run the bike lane through Folwell Park instead of using Humboldt? It would affect the parking there for people using the ball fields.
cross street traffic to ease nav.
dedicated bike way

different route
Different staging areas to make it multi-cultural / multi-generational. Also a HUGE thing for me is to create a memorial area for the 1960's Plymouth riots, and the 2011 Tornado...
DO away with it
Do not close off Irving Ave, particularly between 14th and 36th avenues. Other that Emerson and Fremont, Irving is the only through street. Blocks North of 36th are extra long and if completely closed to traffic it would create a hardship for people living in the middle of the block to access their home.
Do not completely close off any residential streets
Do not do it!!! There are bike lanes on Emerson and Fremont Avenues already. That's only two blocks over!!!!!!!
Do not make option
Do not stop all motorized traffic.
DO NOT turn it at 41st and Humboldt to go down to Irving... keep it going straight down Humboldt at least to 42nd Ave... and beyond.
doesn't like the fact that parking will go away with 2 options
doesn't like when bikers use cars on streets designated for biking
Don't build it, it is not a feasible use for an area that already is (next to Tangletown) almost impossible to navigate.
Don't care
don't care what street
don't make one
Don't want it
Drop the idea.
full
full and full
Full Greenway
full greenway for safety and recreational amenities
full greenway, maximum greenspace
full on Humboldt
Full/Humboldt
Grass + No thru traffic
greenway down Humboldt 41st street
half and half, likes this option more
Half/ half design
has family on Fremont
hate not being able to park in front, could go for half and half
have amenities such as kids crisis centers and free day care center
Humboldt 42 --> 41 alt. path desired!! Own home at 41XX Humboldt Ave *[Note: address altered to keep respondent identity private.]*
Hurry
Hurry get done
I like it

I like the half and half. It’s a good compromise with homeowners. Also would have better plowing than bike blvds. Emerson bike blvd was a mess all winter. Hope for park dept plowing.
I like what I see!
I love it how it is!
I still want the route to go down Logan :)
I think it would be good if there was more ways to hear about it
I want it/stop a lot of traffic would be great
I would extend it to 49th avenue north
I would like more of it to be half & half vs full greenway
I would love to see the Greenway continue down Humboldt Ave between 41st Ave No and 44th. We own/live in property along 41st and Humboldt. I am concerned about the Park/Open space at the corner of 41st at NE corner of the cemetery. We already see many drug transactions/transients and do not want to invite activity of this nature...so it would have to be carefully considered what the park would consist of and who/how it would be policed.
I would put it back on Humboldt between Lowry and Folwell park where it was originally designed. I would then strongly support it
I would support the half/half greenway approach.
I wouldn't change it, because it looks fine the way it is in my point of view
If it has to be, it should be a bike path with more stop signs, but preserve residential parking!
If it must happen, move it off of Irving Ave. There is already a bike lane on Emerson and Freemont avenues just a couple of blocks away.
It is a good thing for the residents of the neighborhood. *(translated from Hmong)*
It looks great!
It should go on Humboldt as the public voted for!
its good
Keep street lanes
Keep traffic down
Kid friendly- close to parks, schools, activities
Lanes wider
Less cars
lights
Like half/half
likes half and half, pocket park; playground
love to have it, I like to bike and walk dogs
maintaining space once converted to greenway
Make it before next year
make more educational programs for the youth
make sure it's a full greenway. If it’s going to be done, it needs to be right. Full gives most safety from traffic, increases value of neighborhoods, gives most access for green travel
Make sure parking concerns are adequately addressed.
Make sure parking is available
Make sure that historic comes are preserved and parks are updated - communicate more with current residents of the area.

Make this a priority *(2 respondents)*
Make this safe for everyone
more bushes and water fountains
more cellphone plug in
more communication with community
More full greenway spots.
more police
Move greenway currently planned along Irving Ave. to Humboldt Ave., North of 42nd Ave
move it out of NE Minneapolis
need more time to review.
Need to keep on street parking.
Need to stop at a certain area
nice parks for both adults and kids alike
No car access, just bikes and walking.
no cars
No changes
no changes -- I like the proposed route, as is.
No changes. I live very close to the proposed route, and think it looks fantastic.
No greenway at all
None *(25 respondents)*
None at this time
none, I like the one-way parking with path. But do consider building the path on 29th & Humboldt instead :)
none, it's great
Not a good idea
Not good for street
not on my street, keep parking on Humboldt
not put it in in north mpls it will be a place for crime
Not to do it
Nothing
One cannot eliminate on-street parking. It is a major challenge right now to find parking at times; in addition, winter poses an even greater challenge. Since the city of Minneapolis is not very speedy in regard to plowing the alleys, and there is generally not enough room for more than two vehicles behind each house, sometimes only room for one vehicle, this will leave residence on the affected street forced to park their vehicles on other streets and walk to their houses. That is asking too much and adds to the already unsafe conditions. I love the concept; however, logically it makes little sense to partially or completely eliminate traffic and parking. .
one way street going south bound, calm traffic *(2 respondents)*
option #1
option #2
parking, round abouts are discouraged
place along Humboldt Ave, the entire route rather than mostly on Irving Ave N

playgrounds, community garden, swimming pool
Ponds, benches, bike racks and flowers
Privacy, curfew, crime and safety commitments, incentives for homeowners and renters, sales/fundraisers
Put in more areas that is it hard to get around in
Put on Humboldt
Redo plan
Resting areas for bikers, more trees or scenery
Run it all the way down Humboldt at Folwell park. Do not make it move over to Irving.
strongly opposed
support bike boulevard, leaves street open
take better care of streets, harming vehicles
Taxes?
The preference is a full greenway. Allow vehicle cross traffic at certain intersections

The proposal overall is good. You have done an excellent job bringing the vision forward and I'm excited to see this project go forward. I have a just a two lengthy but very important comments that need to be addressed. 1. The proposed route along Irving between 44th and 41st makes little sense as currently routed. Humboldt is a much better choice for the route between 44th and 41st for the reasons outlined below. (A) First, Humboldt is already the connection point to the Webber Parkway and there is already a Humboldt Greenway going North from Webber Parkway. Irving is simply too far off the trajectory and bicycle commuters going through and people trying to get to Webber Park from the Folwell area will never use the Irving part of the route. (B) The fact is that because of the Crystal Lake Cemetery and Folwell Park the route will HAVE to go along Humboldt south of 41st anyway. It would be better just to keep it simple and stay along Humboldt north of 41st up to 44th. (C) With the new Webber library most likely going in at the 44th and Humboldt intersection, it only makes sense to route the Greenway towards the library and not a block or more away on Irving. (D) There is a senior home between Humboldt and Girard on 44th. If the Greenway connected to 44th at Humboldt (or even Girard!) this would be a fantastic connection point to connect the senior community to the safe walkway that the Greenway will provide. (E) There is already a natural traffic stop at the intersection of Humboldt and 42nd due to the slight curve on 42nd. There is already a beautiful garden green space at 42nd and Humboldt that could be incorporated into the Greenway. Unfortunately, if you put the route at Irving when it crosses 42nd then there will need to be two traffic stops in a row along 42nd (one at Humboldt, and another at Irving; Not to mention the Light at Fremont. Because of the natural traffic slow-down at Humboldt that drivers already respect and you should absolutely take advantage of it for the safety of everyone crossing the busy 42nd Ave!! Please PLEASE think this through and formalize the Greenway to follow the Humboldt route all the way north from 41st to 44th! 3. In looking at the plans overall, I think there is still an absence of vision as to how the Greenway project relates to other larger term projects going on in the northside. Specifically there are two main issues. First, the Greenway project seems to show no consideration for the fact that a world-class naturally filtered swimming pond is being built at Webber park near the northern end of the proposed Greenway. I consider it a HUGE mistake to not make a DIRECT connection of the Greenway into Webber park. It's not even part of the concept! Frankly it's a wasted opportunity not to start thinking about this NOW rather than in 2-3 years when Webber Park sees large increases in pedestrian traffic. Overall, connecting the Greenway as a south-side connection into Webber Park would be a DRAMATIC improvement in the sense of community and recreation connecting the entire Folwell Park neighborhoods to the Webber Park neighborhoods. Your current proposed Greenway is literally on the cusp of meeting this connection but doesn't yet show that clarity of long-term planning. The same long-term vision can be said for planning a connection of the Greenway to Farview park. That park is farther from where I live so I can't speak specifically but I'm thinking about the RiverFirst initiative and their plans to connect Farview park towards the Mississippi river. The Greenway should plan a spur route that connect towards Farview and brings even more life to the RiverFirst project. It's a win-win for both initiatives! Again, thanks for your excellent work on this exciting project!
This area gets tons of litter bugs... A lot of police patrol and fines for those who don't respect it
This project appears to be coming together nicely. As long as it connects to the Shingle Creek Trail in the north and future projects connects it to Basset Creek and/or Cedar Lake I see this really benefiting the neighborhood. Currently I bike to the Theodore Wirth Parkway to get to work in the summer, but if this connected to the Cedar Lake Trail at some point in the future it would make for a much shorter/ enjoyable commute.
through Folwell, keep Humboldt open, no partial on Dowling or Lowry, stay 2 way, one way on cross streets
To have this executed soon

Try a route that is more direct too many twists and turns looks confusing so far and the sort of trails are helter-skelter this far. I do not like the part about not being able to park in front of your own house many people do not have enough parking accommodations and forcing guests to walk a block to your house for holiday dinners or parties is disruptive not to mention the streets are dark and unsafe at night.
Why don't you put it back on Humboldt avenue where it originally was when it was called the Humboldt Green way. I have listened to traffic roar up and down my street for the last 30 years because some genius decided to make Emerson a one way north of Lowry so dumb [expletive] in a hurry takes Humboldt north to Dowling.
Why down Irving verses down Humboldt at 44 - 42nd? Doesn't make sense.
wider travel lanes
with the riverwalk and parkways we already have enough
would not have greenway
yes
You have to make parking available
Respondents who live within two to four blocks of the proposed route
1st off it would need to encompass a lot of changes to the two back alleys of the proposed street - it would need more lighting/snow removal/ maintenance of proposed street in quest
A greenway should not adversely affect existing street parking for homeowners. Blocking streets or making streets one-way a horrible solution that ruins a neighborhood.
Adding more parking
allow parking to residents
anything we can do to make it a "green corridor" for wildlife. Small areas of wetland, natural plantings, etc.
As a biker, I'm not sure bike boulevards really reduce traffic or make it safer for bikers. This would be extra true in North Minneapolis where I think drivers are less familiar with street bikers.
As much of the route is already in depressed housing markets, it seems unrealistic to add assessments/costs (or whatever they are called) to each homeowner to share in the costs.
Attached to west- RiverRoad Trail & North 2 Theodor Wirth Pkwy + Somehow to south Minneapolis
Be assured that non-driving seniors have transportation options
benches, water fountains, picnic tables
Bicycle right of way.
border between street & bikers
Bring community in for design
Closer to Penn? I support the Full Linear Greenway with better parking options for residences.
Connect it directly to Webber Park on the north end, especially since it will now have the beautiful new swimming pond.
Connect to other streets

Connection from the river front paths that ends at approximately between 33 and 34th. Also it would be essential to Incorporate something-- a restaurant/coffee/ice cream shop or maybe something simple like Cafe Du Monde in New Orleans) such has been done and very successful at Calhoun and Minnehaha (there is a dearth of decent eating/coffee areas to accommodate anyone in this part of town) also incorporating some decent public rest rooms to this area as has been done at the above mentioned facilities. I would also suggest that this facility should perhaps be set up so it is open year round, to contribute an economical develop to the area that can be built upon. To accomplish this you would perhaps have to add something (jazz music?) to attract people--check out the something like Lowell Pickett's Dakota downtown for ideas on a well run venue like this. there are local people who perform at the Capri Theater on the north side that are honestly very good performers that are worthy of this kind of opportunity. Additionally there are some many homes torn down and there is no cheaper place to build something like this (cheap land, taxes, etc.) This would give area people not only a start for the opportunity for decent jobs, but give residents surrounding this area a decent place to actually go in their own neighborhood. You just have to make it an interesting place to come to. This area could really be kick started by a major project like this. If you look around there are many examples of architecture in these homes (similar to the homes around the lake area that cannot practically be reproduced again--there a finite amount of housing stock of that caliber that had been built during that time frame and they are left to go to rack and ruin) These places could be rescued from this abyss of decline and become a lovely part of the city. We are next to the Mississippi River which is one of the famous natural wonders of the US and it has not been used to the advantage that could honestly make this area a wonderful place to live and additionally we are within a stone's throw of the Wirth Park area which would make a wonderful connection, completing the grand rounds and making this city a fully integrated wonder. North Minneapolis is the black eye and missing link to all of this.
Connection through Willard Homewood to Theo Wirth, and the trails there that extend out to the city of Plymouth and beyond
Cops on the beat around here
Different block
Do not interfere with residents' access to their homes. Many homes in North Mpls are best-accessed at the front door in emergency situations or for persons with reduced mobility/disabilities. It is vitally important to consider the needs of an aging population.
Do not touch North Commons
Do not want a greenway
Don't close streets *(2 respondents)*
don't cut off other people. House. Not an inconvenience to anyone
don't have anything to change
Don't matter
Don't put it in our neighborhood
Don't take away residence parking on the streets, they do have guest that needs to park near the property that they a visiting.

Earlier today I sent in my opinions in this survey and I mis-stated which intersection was a concern of mine. I am concerned that the Interest ion south of Folwell Park is planned to be closed to car traffic. Here is my statement with the corrections - The intersection closures seem excessive near Folwell Park. I believe the intersection of 36th Ave and Irving must remain open to car traffic, (either a partial or completely open intersection). I believe there will be traffic problems near Folwell Park if off on two of the four sides are closed off to car traffic, on the east side along Irving (because of the Greenway) and at the south side along Ave. If the intersection at 36th Ave is closed, the majority of East-West traffic will have to occur on Dowling Ave. In my opinion the road closures will cause the park and the surrounding blocks to feel too much like an island.
Extend a few blocks further to segue into Downtown, connecting North Mpls and the Warehouse district. Also make it distinct, something others from the city would WANT to visit; encourage this as way to bring the rest of the neighborhood to North as many in other parts of the city have never been here
Extend all the way up to Humboldt greenway
Extend it further south than Plymouth, connecting it to other neighborhoods.
Extra wide bike lanes.
First, the nap fails to depict that Emerson Ave is a "shared" bike blvd all the to weber park on Emerson Ave. second, these "shared" blvds do NOT slow traffic. That being said, rather than close the street I'd suggest 1/2 car 1/2 bike leaving access to home owners while getting the bikes onto their own pathway
Flowers, trees
Follow Humboldt more at the north end. Start with making the route a dedicated bike route and when funding is found, start the transformation to less car traffic.
Food - snack carts
frequent playground areas, benches, food, BBQ areas
Full linear park greenway
Games, play areas
Gazebo, benches, shade times
get more involved
Go to another neighborhood
Half and half design
Have it connect into Heritage Park and Harrison neighborhoods too.
have no idea
Have park for home owners and be able to drive on the street
Hurry and make
I don't want a greenway
I don't want it
I like it as proposed. It will be a great asset to the neighborhood.
I live on Humboldt Ave N a couple blocks north of the proposed greenway route. The plan would close off Humboldt Ave to traffic and I am concerned about safety and emergency vehicles not having convenient access to my home. It also makes getting to my house harder for myself and family with the full greenway and also with changes at intersections. The river is very nearby and would be a much easier and better option and it would not disrupt our streets and homes.
I love the idea of art installations, but they are often inefficient uses of dollars. Cap the amount spent on art as a fixed part of the project (1% or 2%).

I think this is excellent idea much needed rather than north second commuter route with industrial big truck traffic and bikes with the metal shredder debris hard on bike tires running on truck droppings of metal scraps. full green way no cars for clean riding air we are trying to improve health not breath hydrocarbons.
I want people to enjoy them so I would support you guys in doing this
I will support whatever
I wish it went down my block (Newton and 36th)!
I would close as many intersections as is practical, and put in lights that traffic really had to stop for not just blinking yellows that are largely ignored in North Minneapolis. Children on bikes have a more difficult time when not truly knowing whether a driver intends to stop.
I would like the bike boulevard instead of the others
I would like them all over the city of Minneapolis
I would like to see more greenery
I would make sure any street crossings are safe for pedestrians and cyclists that do not require long waits in order to cross.
I would not do this.
I would not have a greenest at all. We need more police and safer streets, not greener streets.
I would prefer a half and half greenway, so people and emergency vehicles still have access to homes.
I would switch it to east/west streets to lessen the effects on home owners.
I wouldn't, money could be used somewhere else
If it happens then good
if possible, exclusion of motorized vehicles
If they were to make a greenway I wouldn't make any changes to it
I'm very concerned about my ability to drive in my neighborhood being impacted. If the proposal is the bike boulevard I would be more supportive.
include the community that bikes out of necessity, people of color (black men)
Instead of focusing on creating a greenway to get people outside, use the money to fight crime. We have parks and trails on the Northside, what we need is the ability to safely use them, not to take funds to make a pretty garden that doesn't get used because people don't feel safe.
Just for it to be pretty
Lanes brighter
Later, need more time for this
Leave the street as is.
Lengthen the stitch to connect to Glenwood or Cedar Lake trail
Less traffic
Lighting, it would be nice to have ample lighting along the greenway.
lights
like what I see
Limit its space
Locate it somewhere not directly in front of homes! Or make a parkway instead.
location (right through is inconvenience)
look at other options for route south of North Commons
Lots of trash cans, lights

Make absolute certain there are spaces for community gardening. It is an important skill that people should be learning and for families who have lower income could benefit from the ability to grow their own food.
Make it bigger
Make it connect to other bike trails either at the river, the cedar lake or Bassett creek trails. Right now it seems like it just ends abruptly at Plymouth Ave.
Make it go down Emerson.
Make it happen today
Make it quickly
make walkway for the handicapped
make walkways for speed walkers and bikes and cars
Minimizing sharp turns and stops would encourage commuter cyclists to use the trail. Minimize hiding locations for muggers and make it difficult for them to lurk unseen.
More activities for kids
More community involvement
more green space, less traffic. more bikes, fewer autos.
More jobs
more lighting
more lights *(2 respondents)*
more metro bike
more metro bike and make it cheaper
More of them - There should be additional areas
more trees
Move it to a street where there's no traffic *(2 respondents)*
Move it!
Move to different neighborhood
Move to Girard Ave at Dowling then to James at 26th
Must see?
Need more info
New plan + place
no 100%
No changes
No changes, I like it
No greenway at all
no support
no, I don't know enough to make intelligent proposals. I'm disappointed that you did not write Irving. You did not say the place/street. Not clear…
None *(43 respondents)*
None at this time
None I can see
None it looks good
none- wouldn't use it - I use a walker

north Minneapolis don't need a greenway
Not sure but am in favor
Not to put it down a residential street. I know it has been compared to the Midtown Greenway which is comparing apples to oranges. The Midtown is along an old below grade railroad corridor and didn't inconvenience any home owners.
Nothing *(12 respondents)*
on Knox
Oppose anything that shuts down a street or prohibits parking by residents in front of their houses. Only way I could support would be one of the multi-use formats.
parking
parking on one side at least
ped/bike only/no motors
Pedestrians like to walk circular paths--loop and return is a second best option. Adding 'loops' at intervals will encourage walkers to use the greenway for daily strolls. I don't like the concept of the greenway as a straight through-way.
Permit parking for residencies enabling them to park in front of their home
Picnic tables
Plan looks great
playground, benches
Prefer the third option *(translated from Spanish)*
Put a bike/pedestrian gateway in the north fence of the Crystal Lake Cemetery between Dowling and 40th accessible from Humboldt and a road/path connecting it to the roadways in the cemetery.
Put on another street
Rather have half & half
really none
Reinstate plan to extend greenway to Plymouth avenue, consider running out to existing path in Hall Park
safety
sample measurement
Seems to me the proposed greenway plan gets about 90% of the way there. From the north it doesn't really arrive anywhere on the south end. Could it turn east and head into downtown? I would love to see some commercial space integrated with the plan.
Sitting
Somewhere else
Sooner
speed bumps
Speed limit monitored
Stop it. We have so MANY more problems on the northside to be addressed first. This project is not and should not be a priority.
Stop project
Stupid idea
That this doesn't block cars from coming by
The greenway will help provide opportunities for the parents and children to walk together for family time and increase the health of the family. *(translated from Hmong)*

The intersection closures seem excessive near Folwell Park. I believe the intersection of 37th Ave and Irving must remain open for car traffic, (either a partial or completely open intersection). With Folwell Park closed off on both sides at 36th, the majority of East-West traffic will have to occur on Dowling Ave. In my opinion the road closures will cause the park and the surround blocks to feel too much like an island.
The only change that I would make is to ensure that the greenway is somehow connected to downtown.
The plan as presented on the previous pages was too complicated for me to understand. Sorry. It's after work, I'm tired and that was way too involved. The words tl;dr come to mind. But by all means, I want more bike links in North.
They don't block the streets
Think it's a good idea
Time line - prioritize other stuff
To have it connect further north.
True greenway - no cars
Use the existing parkways- 1/2 mile west or north
Water *(2 respondents)*
Water fountains
Water, restroom
We think the current proposals are good
What is it?
When exiting tangle town in North Mpls 26- West Broadway it must move to Girard at west Broadway.
Why not continue on Humboldt Ave?
Respondents who live elsewhere in north Minneapolis
#1 only go big or don't do it
100% non-subsidized/no burden on tax payers
A future connection to Theo Wirth pkwy and trail (near the golf course/Plymouth Ave)
Additional parking options for residents on and near the proposed route. I think people will be reluctant to support this because of the loss of street parking. Potential impact could be increased parking on the streets around the route.
All small stores
Also and east/west greenway
And east-west connection to the Parkway on the south side to make a loop of safe biking.
Art must be a part major component.
As a bike commuter, this idea would increase the ease and comfort of my ride to and from work making me more supportive of the linear or half n half ideas and less so of the bike blvd as it wouldn't be much if any different from using current marked bike lanes. As a home owner though, I know I would be concerned about access if I lived along the route. Selfishly I think it would be great if I could breeze down the greenway on my bike.
At this point, no changes.
Benches, BBQ grills
Benches, exercise, stands, water fountains
Bigger lanes
Bike boulevard

Bike lane with cars is a good idea
Boulevard
build 2 lanes of traffic with bike lane
car & bike traffic, please don't close street to cars
cheaper bikes, cash or card
Clean the yard
Commuter lanes for fast bicyclists who will use them as primary transit. Lanes would be separate from "recreational" bike lanes and all bike lanes separate from pedestrian walking paths.
Connect the south end to another bikeway.
Connect to basset creek trails
Connect to light rail when done
Continue developing southern plan. All looks great to me.
Do a better job of connecting it to the river bike paths. From Lowry and 36th street
Do not close off any residential streets for this greenway. It will negatively impact homeowners on the street that may be closed.
Do the half & half
Don't block traffic
Don't close the streets
don't do it
Don't do it.
Don't end it at Plymouth Ave., have it tie in to Wirth or Grand Round trails.
Don't know
Don't live on or near the proposed routes so no opinion on closing, etc. but love as much green space added as possible I bike in the area
Don't lose parking
East/west connection to w. river/ Theo Wirth
Emphasize pedestrian traffic. This sounds like another glorified bike path. Bicyclists have a plethora of options throughout the city, at an enormous cost to taxpayers.
Enforce traffic lights and signs ignored by bicycle operators.
Ensure it is a fully no vehicular greenway.
Excellent idea as long as the city pays attention on the upkeeping of the project and not leave it to fall apart.
Extend it all the way into downtown
Extend it fully to the cedar lake trail system
Extend it further south through Near North, down Van White to the Kenilworth Trail
Extend it south to the Luce Line bike trail
Food stands, benches, water fountain
Food stands, little lake
for people can have paths by their house
Free bikes
free veggies for all who wants them
Full Greenway *(2 respondents)*

Full greenway the whole length
Full greenway with parking on the unused intersections.
Full linear is best, I think *(2 respondents)*
Garbage gone
Garden, parking lot, food stands
good: kids wouldn't get hit by cars
Greenway should go around parks and rivers, not through HIA.
Half and half model
half and half or bike boulevards should be the design type
Have events on the greenway like concerts, community gatherings. Would be nice to have it mirror the Live on the Drive concert and movie night.
have right way/less stops for bikes
Having many changes would be nice and fun for all *(translated from Spanish)*
healthy food and some cold water
How about using the funds for something that truly will impact the community? Like drawing in a committed, stable and revenue-generating employer who won't give up when the going gets tough; one that can work with the existing North Side (i.e., me) dynamic and produce, not just jobs for now, but for generations to come. We need and want sustainability, not greenways.
I am in support of the bike and walker plan and would make no changes.
I didn't read real closely but I'm assuming lights and water fountains might be included in the planning for the greenway.
I don't not know
I have more walking parks like walking line
I haven't propose to the greenway
I like 1/2 and 1/2
I like the full linear parkway more than the bike boulevard. I think it's safer.
I like the half and half
I like the 'Half and Half' design. I think it is safer than the full greenway in that there is more visibility for goings-on if it is street accessible. I think Bike Boulevards are a waste, personally. I never find them nearly as conducive to biking as any sort of off-street bike path, or even bike paths on very trafficked roads.
I like the half and half greenway idea.
I love the idea of the greenway I know I would use it.
I oppose the greenway all together and wish that it is not done.
I really don't see the need for this. I thought parks would be used for families to get green space, BBQ, etc. I oppose blocking off traffic to cars. If I were convinced that bikers would actually USE the greenway, then I may be convinced to like the concept. Right now I live blocks from the Victory Memorial Drive and bikes still use the street when a nice path is available to them.
I strongly support the idea of connecting this trail to the Bassett Creek and Cedar Lake Trails. This would provide a connection to so many places further south. Another idea is to make a connection to West River Parkway, right now only bike
I think a greenway is a great idea, but Humboldt Ave is the wrong street. it is too busy.

I think if it can be done in the spirit of memorial pkwy that also has a bike & pedestrian path mixed with traffic then this should be great. While I like the idea of just the trail and no car access, I don't know how feasible that would be as most of these homes have single car garages only.
I think it should be half and half or bike boulevard. There are too many people who are concerned about parking and safety, as in if a fire truck or other services could reach their homes. I do not live on the routes, but I would feel the same if it was proposed on my street. Also, in the plan as printed, you would close 30th at Jordan Park. That would make it imposable to bring the school busses into the loading zone for Hmong International Academy.
I think it should lead into a park so kids can go on the trail and play
I will ride bikes more
I would add a spoke that connects the greenway to Victory Memorial Drive, via Folwell Park. There is currently a bike path that extends from Folwell to Penn Ave. at 37th Ave. A short extension would complete the connection with Victory Memorial Drive.
I would add more flowers
I would ask that it transition smoothly throughout the route.
I would change it a little so that people have parking spots
I would definitely want it to connect to southern bike routes.
I would go forward with the complete non-traffic option. I think it is the only way this can be a viable option.
I would include more half-and-half streets, and fewer full-closure
I would like for kids and adults
I would like to see more of these on the north side.
I would like to see the greenway have a plan to connect to the rest of Minneapolis. North Minneapolis has already been cut off by high ways and disconnected from the rest of the city. I do not want to see this project be so separated from the other greenways and park routes in Minneapolis
I would like to see this Greenway go through a safer part of North Minneapolis for night time riding. I would like to see that along the river road (N. 2nd St., or Washington Ave. N.) which would also give it more safe access to/from other neighborhoods like Northeast Minneapolis and downtown.
I would live in Minneapolis
I would make the greenway going another street because it can affect Hmong Academy
I would not build it. At all. Absolutely do not remove parking spaces!!! There are already too few, and removing the ability to park in front of any of those homes should be a crime.
I would not eliminate parking!
I would not even consider it.
I would stay away from bike stripe/blvds? & traffic diverters
I would want them to build the greenway for people exercising and walking more outdoors
I wouldn't change anything because I think it’s perfect already
I wouldn't make any changes
I wouldn’t make any changes but if the green happens...I would definitely go w/ the split option.
I'd want the project to hold onto rain water and keep it all from running into the river

In order to be successful, the greenway should connect residents to activities, work, shopping, etc. I would welcome an easy and safe way to bike through North Minneapolis, but I do not believe that turning residential streets into a park is the best solution. Besides, don't we already have that with Victory Memorial Drive and other parkways in this area? I'm sure that any resident who wishes to ride his or her bike for exercise is already able to do so in these spaces which are just as easily accessed as Humboldt Ave.
In the Northside, most people don't have the advantage of choosing to bike, drive or walk. We must walk & we need security and convenience of being close to the bus and shelters. Why don't you spend that money providing more bus shelters. All along Penn Ave N there are very few bus shelters and poorly maintained shelters. We need convenience and security. Why are there no water fountains at the major bus shelters. Why are no shelters heated for the winters?
INCLUDE HARRISON: I would like to see the greenway run all the way down to Harrison Park down Humboldt Ave N, south of Plymouth Ave. WEBBER & FOLWELL: I would like to see the greenway run throughout Webber & Folwell, using Humboldt Ave N from 44th Ave N to 35th Ave N in Jordan. I would also like to see the greenway run along Humboldt Ave N from 44th Ave N to 35th Ave N. JORDAN: In Jordan, I would like to see the greenway run as an off-street trail through the North Star schoolyard between 35th Ave N & 33rd Ave N. From 35th Ave N to West Broadway, I would like to the greenway run down Girard Ave N. NEAR NORTH: In Near North, I would like to see the Greenway run down Girard Ave N between West Broadway and Plymouth. Also, there are two north-south alleys between Girard and Irving, between West Broadway and Plymouth...I would like to consideration given to converting one of these alleys to a park trail for the greenway in this segment between West Broadway and Plymouth. FROM PLYMOUTH TO GLENWOOD: I would like to see the greenway run down Humboldt Ave N in this segment if it were extended beyond Plymouth.
Increase the portions of route to full park greenway format as reasonably possible. The future will bring greater need for off street bike and pedestrian transit options.
Increased safety precautions in the alleys for the residents that live on the greenway.
It should be a route that spans the entire North Minneapolis - Why not on Penn Ave? There are already two designated lanes on Emerson + Freemont
It should help up or be change more space
It sounds fine the way it is
it would be better if other roads were available for car traffic
its good, just have to make sure there are enough cross roads open to keep traffic down
just get it done. Results
just getting to know it
Just would like as much green space as you can do
Keep bikes far from turning lane
Keep it bicycle only with no car access. This will make a unique area in North Minneapolis and will be a boost to the area.
kids go to school more, make people stay out the street -n- be safe
Leave as is.
Leave it a normal street
Leave parking
Less intersections, and ensure that pedestrians and cyclists always have the right of way when intersections are absolutely necessary.
Library, grocery, market, parks

Lighting, safety
lights
Looks like a centrally located route, I like it. Interested in the tie ins at the south end of the proposed route.
Make it accessible
Make it closer to Penn Avenue and use the empty lots along that route to turn into community garden space.
Make it happen sooner
Make it longer to go to Bryn Mawr so it will connect with the lakes
Make it more green
Make it so bikes have space
make it where traffic isn't so backed up
Make it with less speed, less gangs
Make lanes wide
Make lanes wider
Make more in other areas
Make new one
Make new one
Make sure it’s safe and frequently patrolled by police.
make sure it's safe and secure
Make sure there are call stations where people can call for help if needed. Also, there should be doggy bag dispensers as well as trash bins.
Make the greenway safer by following the signs
make the street car accessible
Malls, stores, restaurants, bus routes, schools
Many edible plants, gardens.
Mine
Mixed mode commuting on common streets whether it's bicycle or automobile has proven to be a public safety issue. Instead of bikes sharing the roads with automobiles, why not make entire streets into routes exclusive for bicycle travel?
More deterrents to keep pedestrians and motorized vehicles off the trail/path if there are no cars allowed. More signs and bumpy things on the road if it going to be mixed with cars. I really like the white pole dividers between the vehicle and bike lane on the Plymouth Ave Bridge.
more full linear greenway...there are too many interruptions
More greenspace
More half and half to reduce the impact to existing residents of the neighborhoods while still providing access to bikes and pedestrians
more love to the park, more maintenance and operations. Right now there is not as much maintenance as on the South side
more parks
more routes
More security
More signs that lead to the trail

More stop signs
more youth
move off of Irving and Hillside
My car
New location
No changes
No changes needed
No vehicle traffic
None *(47 respondents)*
None at this time
None, I love it as it is.
None, I think it is a great idea
none, water fountains
Not enough info
Not much, I'm neutral
Not neutral
not sure which one is proposed
Nothing *(13 respondents)*
Nothing, I love the idea of the full linear park-greenway, provided that residents in the area have a space to park their cars (this could be done by putting parking lots in spaces where there are abandoned homes or empty lots).
Nothing, it’s good :)
Offer residents on the greenway funds or help transforming their alley / back yard to add space for additional parking if needed.
On the full linear plan I would like more parking on the side sheets over so many trees then it keeps it open and may help with safety.
Park
Park with playground, sports field
Parking lot, dog park, food stand
Parking lot, drinking fountain
parking, thru safer areas, there is no public safety in that area and I would not ride my bike thru there
Parks
Parks, fishing area, parking lot
Picnic tables
Playground, parking
Playground
Playground, BBQ grill, parking lot
Pools, stores
Prefer the half and half option. Get private funding for artwork along the bike path, drinking fountains and seating areas.
protected bike lanes, green space
Put benches, picnic tables, water fountains

Put food businesses along the greenway
Put greenway on a less commonly used road
put in a bike trail
put more bike lanes on streets
put some poem from different artist
Put the greenway on other street like Penn etc
Restroom
Save the Kenilworth area
Shorten the questions and structure them in ways that are easier for the average person to understand. *(translated from Hmong)*
skate park
so people can have parks around the community and can have space to play
So people can park in front of houses for elderly. Half and half is best
Soccer field, water fountains, bathrooms
Some space for community gardening.
Something I would like to change is make maybe another passage way that maybe intersects the greenway because it just seems to go straight
Sounds like a good idea to me
specifically ask those affected by the route- those living on the route- their opinions.
Spend some on housing for some trying to get housing
The full-linear version looks awesome.
The more physical separation from cars, the better.
The park
the process of the project should also open up more employment opportunities
The second option is the best.
There has to be ways for residents to access on street parking if possible.
There needs to be a study done for costs of maintaining these spaces. We've had to as a community take over the roundabouts on Emerson Ave n, and it would be ridiculous to build this project if it’s not going to be properly maintained.
There needs to be somewhere people can park if the visit people who will lose the road in front of them.
There would be many changes for the good *(translated from Spanish)*
There's no changes I would make, the layout is perfect
To allow vegetation and less building
To connect the bike trail from Harrison to Plymouth
Traffic signals that make the crossings, @ Broadway & @ 44th especially, safer for biking. The system in place on Dowling & Lyndale is a good example of a big improvement in predictability of traffic. Possibly a bridge overpass (great if it could be the cars that go up and over!)
Trail only make sure it connects to downtown and victory
Trees, flowers
Try to keep it on one road if at all possible.
Use as a means to develop corner stores and other small businesses along the route.

use Humboldt Avenue from north of railroad track going south, past 44th, only moving west to Irving after the Crystal Lake cemetery; the rest of the way south is on Irving. There is an existing trail north of the railroad tracks that should be reused, joined to the new trail south of the parkway.
Water park, BBQ grill, tables, benches
Water park, playground, ymca
Water park, sports field, day care, BBQ grill
Water, restroom
We already have bike lanes on Emerson and Fremont. this seems to be redundant.
Where is the parking for residents?
Why not run it along the Mississippi river? Need to connect downtown with the trails north of the Camden bridge
Will there be police or 911 call boxes or cameras installed for commuter and user safety? I would also love to see a greenway connection to the trails on Theodor Wirth parkway.
Would close the east side of 18th Avenue as well as the west side (from Irving), so it'd be a seamless park experience from the stadium to the park.
Would not build it
Would not build it.
yes, do get it extended down to Harrison
You cannot take away automobile traffic on residential streets.
Respondents who live outside of north Minneapolis but visit frequently
(1) Possible to extend south to Van White?

A few words in favor of the full linear parkway model. The Twin Cities, like Minnesota has a whole, pride themselves on their beautifully forested parks and green spaces, which provide a safe haven in which to recreate, enjoy nature and retreat from the manic rush of city life. Unfortunately, Minneapolis is not all created equally. North Minneapolis suffers drastically disproportionate levels of crime, obesity, diabetes, joblessness and blight. Looking at the region from above (see Google maps, e.g.) evidences a sad reality. Dilapidated homes. Potholed streets. Vacant commercial lots. Blighted parking lots. Very few parks. In short, a concrete nightmare. This is, indeed, a shameful region of Minneapolis that needs beautification and gentrification in its own right, but crucially also a connection to downtown and the river. A full linear greenway would provide not only health and financial benefits, but it would also be a strongly symbolic move for Minneapolis. In terms of health benefits, green space has a proven track record. Most obviously, it gets citizens out to recreate. Whether it's throwing a Frisbee, playing ball, biking or simply having a brisk walk, parks and green areas encourage activity, which in turn increases morale and attitude, promotes healthy weight and lowers the risk of heart disease and diabetes. Equally important is that green spaces provide an area of reduced emissions where one can breathe clean air. In an area suffering from poor health, Minneapolis should make no concessions to motorized vehicles. It is time to re-envision Irving Ave N. Remove the cars and lanes. Arrange for parking in alleys or on adjacent streets or lots. And give North Minneapolis a playground that promotes health, without the risks of adjacent motorized vehicles (both in terms of accidents and crime, like theft and drive-by shootings). The financial benefits of a devoted greenway are apparent as well. Trees and landscaping beautify an area, driving up home prices and providing considerable energy savings as well. There is clearly also a beneficial effect on stormwater management. A full linear greenway is financially responsible to homeowners of North Minneapolis, and is the only environmentally responsible option. Finally, providing North Minneapolis with a devoted greenway is a symbolic gesture. It demonstrates that Minneapolis cares about its residents in the north part of the city. After a disastrous tornado, the damages in North Minneapolis are still widespread. Crime outweighs crime anywhere else in the city. Residents are appalled and feel forgotten. Giving them a clean, safe and beautiful place to get outside to play, meet neighbors and connect to other parts of the city is our way of saying we consider them to be part of us. There is not viable option other than a full linear greenway.
A full greenway would be nice, but Bike Blvds are a great compromise. Bryant Ave S is a good example north of Lake St. Lots of speed bumps.
A good connection to Plymouth would be great.
access to the trail on the south end to avoid streets that are little used for cycling
add gardens (food, berry bushes. Fruit trees)
As an avid cyclist including riding through the "entire" winter, I actually agree with that you have proposed.
As many grade-separated intersection points with cross-streets as possible. The power of the street grid is a wonderful thing, and while pedestrians would still have access through the Full and Half & Half design options, this will force more car traffic to major collectors/arterials, which may have adverse effects. Focus design on as many boulevard style intersections (mini-roundabouts that significantly calm auto traffic) or dropping the bike trail below continuous street bridges (a la Midtown Greenway thanks to legacy rail work). Make sure to calm major arterials the greenway crosses (a good city-wide policy) with great connecting E-W bicycle infrastructure (full-on cycle tracks! trees! wider sidewalks!)
As much as possible keep it contiguous on one road. If the goal is for this to be used for people commuting by bike and not just recreational riders it needs to be as efficient of a route as possible
Because of the park
Benches, play ground
Better connection to West Broadway.

Better signs, big signs
bike lane (not a whole street)
bike lane should be 12' min
bike repair stations
Boulevard
Cars must have access to every block. Eliminating the ability to park near the front of a home would be a major mistake.
Connect it to cedar lake trail
Connect to downtown
Connect to Harrison/Bryn Mawr and to cedar lake trail so it fully connects to rest of city. It would get far more use with useful connections to main routes. Also an easier connection than currently exists from Bryn Mawr to the cedar lake trail would be appreciated. The overpasses over 394 suck. Underpass with a direct ground level connection (bike over tracks) would be most preferred. Could route through Bryn Mawr meadows.
Connect to Van White Memorial Drive.
Connection to Cedar Lake Trails at the south end
Connections to existing trails (such as Cedar Lake) would be great! If it's not readily accessible to other trails, I'm concerned it would be missed by many riders who aren't looking for it.
Continue to make it link to existing trails
Design should encourage bike commuting from north suburbs to downtown.
Don't know, seems like it connects south and north schools and businesses for people
Encourage complementary development
Ensure extensive lighting, integrated infrastructure for cycle repairs to encourage more use.
ensure lights and enough safety
Extend it down to Glenwood/ Van White
Extend it further North to make sure it connects well with existing trails. We use trails to travel from one end of the city to the other, and when trails end without good connections it makes this travel much more difficult.
Extend it to the south to connect with Bryn Mawr Park and the Cedar Lake Trail.
Extend to Cedar Lake Trail through the Harrison neighborhood.
football, basketball
For my biking safety I would prefer the bike blvd. I do not like streets that are dead ended or turn like the half and half. The greenway is less traveled but also that means less eyes on the street.
Formulate plans NOW for connections to other bicycle trails in Minneapolis and Western and Northern suburbs. The greenway seems to stand alone as an island, and as such will have limited use as a commuter route--one of the most important aspects of the project.
Full Greenway
Full greenway (i.e., eliminate car options). Outdoor dining options within sight of trail.
full linear greenway please
Get rid of the Bike Boulevard option. It is unsafe and will NOT encourage more people to ride in the street. Does not make traffic riding any safer!
greener, smoother
Have it raised above the street level so I can dodge bullets if need be.

Have spaces for community art (murals, for example) and spaces where people can hang out. I like the midtown greenway as a bike path, but it is not really a community gathering space. However, there are a few spots on the midtown greenway that DO do a good job of pulling people together: the Freewheel Bike Shop, the soccer field, and the community gardens. It would be great to have benches and gardens and basketball courts (and anything else that people can come up with) on the route in addition to sidewalks and bike paths.
I can't imagine how I would feel if the city took away the street in front of my house. I would say leave it at bike blvds if u feel u must spend money on this....but I can think of a lot of other city projects needing funding that are more deserving
I don't believe that this greenway is actually going to benefit the majority of North Minneapolis. It's clearly not expansive enough.
I like bike blvd with traffic calming.
I like the half and half greenway idea.
I like the half and half option. Bike ways with traffic aren't much better than plain streets
I like the half-n-half because it would preserve resident parking, which I think would be a major barrier to garnering neighborhood support.
I like the middle option, not traveling the roads with the cars, but don't need an entire greenway space
I like the route a lot, but the plan needs to include connections to existing bike trails to the south and west.
I really believe it's a great idea to get the whole city bike accessible. I think the full greenway option is fantastic. But, realistically I don't live in that neighborhood so the residents should more of a say. With that said, I think the partial or full greenway option will benefit all of us Minneapolis residents.
I think a full greenway would be far more beneficial to residents than a bike boulevard. I frequently bike 33nd Ave NE which is a bike boulevard and vehicle traffic is still quite prevalent. I usually pull a double bike trailer with kids and it is not comfortable because of traffic. A separate greenway would allow us to relax and enjoy our ride.
I think any greenway that is built needs to keep in mind the safety of both the bicyclist and pedestrians. The safest greenway for a bicyclist is one that is physically separated from vehicle traffic. Not all bicyclists are built the same however and some bicyclists will use the greenway as a commuter trail while others will want to use it for recreation and the greenway should allow for both types of traffic.
I think any versions of the proposed greenway designs would be great. It would be fantastic to see it as a fully car-free design but if the final decision is a half & half version that would be okay as well.
I think I like the intersection treatments, but need a bit more info to opine. I.e., what does Partial Closure mean? To me, providing cyclists with a nonstop travel opportunity is very important regardless of whether an intersection is closed. I would show on the map where cyclists would have a stop sign or stop light, and where they could pass through at a constant clip. The goal would be not one stop the whole way! This can be done even through intersections where motorized traffic continues in both directions.
I think it should be a priority to bring trails south of Plymouth, connecting the southern part of trail with south Mpls. There is a big disconnect between north and south Mpls anyway. I bike connection would help to break down that barrier.
I think the half greenway option balances traffic and bike needs well.
I wonder if some multi-cultural parts or designs could be added
I would add more signs to make drivers aware of bikers
I would emphasize a bikes-only and parks design.
I would like them all over the city of Minneapolis

I would like to see a larger path (or a second) path to support pedestrians and bikers.
I would love to see some of the greenway going east-west across north Minneapolis. Currently, I commute by bike from Robbinsdale to downtown Minneapolis. The trails are very indirect, and the street biking is not very appealing in the afternoon, partly due to traffic and partly due to people I've encountered. The north-south passage, though, is pretty well represented by Theo Wirth and other existing trails.
I would want to get more detail on how snow removal will happen in the winter. The current Greenway often has a number if difficult riding days - some outright dangerous - so the ongoing maintenance plan for the project is of particular interest to me as a regular rider. The better they are maintained, the more they will be used.
I wouldn't make any changes
idk, ride my bike more
If local residents agree to eliminating car access, this should be pursued. However, if residents do not approve, I like the half-and-half idea. Seems similar to the Victory Parkway.
I'm worried about the prospect of creating a bunch of dead end streets throughout N. Minneapolis. IN St. Louis a number of years ago, the city broke up the street grid by barricading the ends of blocks and DESTROYED the character of whole areas in the resulting years. http://nextstl.com/3009/10/street-barricades-in-the-crosshairs-st-louis-city-fire-chief-may-offer-momentum-needed-to-open-streets/
Important to connect to other city trails. Also, better east/west connections to river should be part of plan.
In the full greenway project I would I would not put the bike trail down the middle. have it meander or put it to one side of the greenway leaving more contiguous space for other things.
It is over-done. We have way too many bike paths as it is. Start to enforce traffic laws on existing riders first before focusing on this unnecessary expansion. Make the roads safe, against these law breakers, and then worry about adding more "roads" for them.
It needs to connect to other trails like Basset Creek
it seems very good as is!
It should be one continuous path, or form. Not changing from on to off street, etc to encourage use and not confuse users
it's just one ride on greenway all the time
it’s okay but it should be everywhere
Keep it more clean
large bike lanes with room for parking
Leave street parking, don't close road
less jogs from one street to another
Lighting
lights and riders and events
lights, emergency phones, bike shops
lights, phones, rest station, bike shops
lots of local food and processing
Make certain they connect to other trails/Mpls Greenway or Cedar Lake Trail
Make connections further south - find a way to cross Highway 55 and connect to the Harrison neighborhood.
Make it a Full Linear Park Greenway.

Make it come sooner! Very excited. I would support the full greenway proposal (versus the half and half or bike boulevard). Moreover, I think bike boulevards are not effective. Full greenspace, please!
make it safe and new
Make it so it’s all over
make it universal to skateboards, bikes, and walking. Connect it to public transportation
Make sure connections from houses to bike path are addressed so it's not all ad hoc cow paths.
Make sure parking is available on street
Make sure the neighbors are actively included at every step of the process, and that their opinions are given the most weight in the decision-making steps.
making golf courses more accessible
Maximize green space and full linear park sections of the greenway.
Maximize green space and use native plantings. We don't need more grass. The High Line in New York City is an excellent example of a successful linear park. Add some sculptures.
Model after Wirth Parkway
More access from east of the proposed greenway Lowry, etc
more bike paths
more flower scenery
More green space!
more info
More lighting than the current Greenway.
more one ways in of one way make to one way and cameras!!
more parks *(2 respondents)*
More plants, gardens, green infrastructure, not just lanes
more roads
more routes
More street closures are needed. Uninterrupted flow is necessary to attract riders.
more trail
more trash cans *(2 respondents)*
more trees
no bike boulevard/full linear greenway
No changes *(2 respondents)*
no changes, it’s a good thing
No full greenways and limit on road greenways. Bike lanes should be maximized
No specific changes, but please, please, please do the full linear park greenway! Minneapolis has shown its commitment to non-motorized transport and this would be another huge step! Don't water down the plans, go all in!
None *(24 respondents)*
None - Looks amazing
none I can think of
None I like it as is
None, I think it's great!
None, love the idea!

None, well thought about
None. I think it's great! I would love to live on it!
Not build it.
Not do it. Fix the neighborhood first.
not enough detail
not enough detail - more bike space the better
Not put in front of peoples house
Not sure how it affects Hmong Academy? Move it a block?
Nothing *(3 respondents)*
one way streets with parking on both side and bike/ped traffic separate and EQUAL in treatment both legal and in planning
organization, vendors and booths
Please don't put in traffic circles. If the upkeep is like everything else in NoMi, it'll be overgrown in a month and make it hard for drivers to see bikers before they run into them. Also more east-west bike routes. Drivers are really bike unfriendly over north. I get yelled at for being in a bike lane/in the street even during slow traffic Sunday mornings.
plenty of trees and greenery
Remove the Bike Blvd option. It's not a green space & accomplishes the least change for the community. Most roads are already bikable & biking along the road would not be a beneficial option for families with children.
Remove the option for bike boulevards.. Only protected or separate bike and pedestrian options should be considered.
Restaurants, restroom stops
safety
Safety 1st
Safety of riders - the northside has a reputation of being more dangerous than any other area of city. This needs to be clearly addressed in the plans - if it feels unsafe to ride there no one will use the trail and money will be wasted.
Should go through North Commons Park if possible
The fewer cars, the better
the more full-linear parks the better
The more green that can separate bike lanes from pedestrians the better.
The roads
Theodore Wirth goes north south. I think an east west trail would be nice for commuters during rush hour and residents during the day. I guess if it goes north south it would have less traffic volume from people like me coming from a western suburb. I recently saw a proposal on the Basset Creek corridor maybe that will intersect with your proposed greenway.
To ensure that it will not be too costly
To extend it all the way to Cedar Lake trail
To make this greenway a part of the bike/pedestrian network I would stress the importance of connecting with existing trails such as the Bassett Creek and Cedar Lake Trails to the south. This is listed as a future proposal but is one that is vital to the utility of the greenway.
Use state-of-the-art techniques to safeguard pedestrians and bicyclists at intersections.
Water fountains

water fountains along the way. Shade trees, picnic benches along the way
we will just to keep support the youth group for helping younger generation
Well lit area
Widen the alleys on each side of the street, make sure that people on the street are not assessed for this change, and that their water and sewer lines that might be disrupted by this change are included in the cost of this project.
work together as a team
You cannot force residents to walk a substantial distance to their homes, especially in this part of the city.
Respondents who live outside of north Minneapolis and do not visit frequently
a couple of bike racks nearby
A dedicated connection to rest of trail system. I would build the no car traffic option.
A greenway would definitely encourage me to visit North Minneapolis. As it is now, there isn't a convenient way to bike to North.
A North South running Greenway
A painted stripe on a street is not a bike route. It is beyond stupid and a complete and utter waste of resources.
Add bridges or underpasses across the greenway instead of completely blocking intersections.
Allow business for more community activity
As a biker, I would be happy biking on a full linear park greenway, but I doubt the people who live along the road would be supportive of that. I would also be happy biking on a partial-street greenway. I don't think art and gardens and other aesthetic parts are important enough to need a full linear greenway.
Based on the map that I'm looking at, the only way to link to the 2nd Street North Bike route is via 26th Ave North. It may be worth trying to figure out other options for going east.
Bathrooms?
Better Connections to Other Trails
Better connections with existing cycle facilities on the south end should be included in phase 1. It seems odd to end the project just two blocks from both the Emerson/Fremont and the Plymouth bike lanes.
better contact w/ people
Bridges or tunnels to bypass the intersections or roads that cannot be changed.
Closer to my house
Connect this to the current greenway
connect to other trails/bike paths/blvds.
Connect to the other side of Broadway to better include Nellie Stone Johnson and Hall schools.
continue to link it to existing bike trails to increase its value
Develop and test trial versions as demonstration projects to get a more realistic view of the proposed designs before committing to an approach that may negatively impact the programs goals.
Does it seem like there are too many closures of crossing intersections? It seems that way to me. If anything, allow bikes to go through and let cars yield to bikes??
Doesn't seem feasible.
Don't know enough to say, at this point.
Don't know enough yet.
Ensure there is adequate lighting, particularly in sections that are more removed from higher traffic residential neighborhoods (i.e. near the cemetery and the park).

Expedite planning of a downtown route/connection to the greenway for improved job and transit access.
extend it all the way into the southern North Minneapolis neighborhoods first.
Focus more on connecting bike infrastructure. Building the proposed bike way so that it connects to the current Greenway will increase use.
forget about it
full greenway, no cars
Full length of trail ought to be off road outright. It is too dangerous for bicycles and cars to share a road when there is the opportunity now to study, design, and build a completely separated trail system from the auto traffic. There should also be a study for how to connect this to Downtown Minneapolis now, not as part of a later study.
good connecting transit paths to the local schools
Great route - be sure to try and keep it as straight as possible and easy to navigate
Half and Half would be preferable to the Full version - this preserves better access for residents and visitors. Residents get a nice amenity with the Full version, but the tradeoff in diminished access and convenience is not worth it.
highlight east-west connection
I am not familiar with N Mpls streets as much as S Mpls. but if it is done on streets that have a lot of empty houses to be rehabbed it is probably less disruptive if people know they will be moving into a neighborhood where car is not king versus displacing people who have cars who need to park in front because alley access is not easy (for example, I don't have a garage/driveway and it is hard to get a car into my yard due to garage across the way, I would be happy if there was a lot on the end of my alley for cars to park though)
I don't think it's necessary for the bike path to meander as much as it does. Subtler curves would provide for a better biking experience, I'd say.
I like half and half design
I like the fully converted, first option. Though it makes the homes less accessible to car traffic, I imagine there'd be lots of interest in the new option of a home that does not NEED a car.
I think the half and half idea is a good and safe compromise
I would do as much of it as possible as a full greenway.
I would encourage avoiding bike boulevard concepts entirely, and eliminate breaks in the linear greenway for traffic crossings where possible.
I would make it so there is no vehicle traffic at all on the greenway (full "Linear Park" greenway model)
I would make sure it has broad regional connectivity.
I would recommend the half and half concept, for safety reasons which I explain below, and also because it seems like it would have the most favorable impact on property values. People may not desire a house with no street parking.
I would ride my bike more
I'd like to know more about intersections, ideally with grade separation where possible.
I'd move it to my street in NE Minneapolis
Increase dedicated bike-only lanes and decrease bike boulevards installed on streets. Dedicated bike lanes accrue gravel and trash and make bicyclists less safe because drivers think bikes have to stay in the bike lanes.
It looks good. Hard to tell without the type of path decided. Options one and two are the real thing, real change that will get more people biking.

Looks good.
lots and lots of good safety measures for the bikers
Make sure that any bike path route has a hard barrier to entry, so cars can't weave into the bikes and that it is super safe.
Make the connections to the trails to the south a part of the initial implementation--the connectivity is what will drive utilitarian (non-recreational) riding
make two bike paths separated by a strip of grass/ keep the sidewalks/ now bikes are separated like cars on freeways. make the bike paths accessible for fire engines. so keep the street pavement and underlayment in place.
Making it accessible to the community would be number one priority. There isn't much that brings me to North but if I could ride safely through it, I would.
Maybe change zoning to allow for some kinds of shops
Maybe on the other streets too
More greenways are great. I like the full linear design. Connecting to the trails south near cedar lake is also important.
More parks, open spaces
More protection of pedestrians from bikers. (I'm both. When I am walking I am impressed with how much more considerate the average car-driver is than the average biker to pedestrians.)
more shade
n/a - not too familiar with the proposal
n/a I don’t know enough about it to say…
n/a parks
Need more info
Neighborhood by-in is crucial. It appears the city is working with residents to sort out details and that is crucial for the plan to be a success.
No change
No road closure
None *(17 respondents)*
None - the plan looks great. As a bicyclist who lives in Bryn Mawr and regularly rides to Webber Park using Victory Parkway, I would use the Greenway to explore this part of North Minneapolis. I'm comfortable biking on bike boulevards, but by themselves they're not a draw; I'd probably check it out once and then not come back unless there were attractive local businesses on the boulevard or I had other reason to visit nearby. If it were the full linear park or half and half, it would be a draw - I would make a point of biking there and would invite friends to join me for lunch or coffee at local restaurants.
none yet
North needs a jail built, not a green way.
not really, but I like the 2nd option to make it fair for all in the community and also have more green space
Nothing
Nothing. It's a great idea!
Quicker implementation.
Reducing street closures as to not disturb those who like to drive
Restrooms
Route close to restaurants, bars as possible to boost economic benefit

Should the Half-&-Half route be the preferred alternative, I would note that diagonal intersections feel unsafe to cyclists, please consider the Gateway Trail in St. Paul with frequent diagonal intersections. One direction of traffic is nearly impossible to see for crossing cyclists and anyone who has commuted around traffic knows better than to assume surrounding vehicles will always be diligent in looking for cyclists. The proposal should either be amended to allow for more high-visibility intersections, or include stop signs and bicycle/pedestrian crossing signs at each intersection.
some snack bars
Somehow make a connection to West River Road (from where the greenway hits Plymouth). This could be a bike lane on Plymouth or some nearby side street.
stronger connection to downtown
The bike-only greenway is great, but why close off intersecting streets? Just give the east-west streets a stop-sign. Cutting off east-west streets will hurt navigation just like a freeway.
try and help out
Visitor parking must be accounted for. Emergency vehicle must have access. Alley parking must be policed.
what the community thinks is a priority
a lot of motorized bikes
Did not indicate where they live
all changes
beautiful, look nice
Better bikes
Better courts and more people to come
better street lights
Do not tax assessments on the property owners.
Do not want, will not help
don't cut the people's lawn without giving them money first
Don't know
Don't want
events need to be communicated
Everything
everything is ok, make it more green
Flowers, trees
Full Street Open
get the first one done first
Give money
Go all the way to downtown zone
good
Having lights
Housing
Humboldt Ave is already a narrow street so use it as the pathway not Irving Ave
Hurry
I don't think it should happen because it’s so dangerous
I make neighborhood pretty and prices rise

I probably wouldn't use it
I want to see a linear park
I would change the routes
I would make it nice and all ages can ride
I would make it safe to ride all bikes, motor, 3 wheels
I would ride my bike more
I would try to look into getting things that help and make people want to use it
Increase outreach + education to reach more in the community
it is nice
It should be more bigger and they should get rid of the plant area in the middle
It sounds good to me
it would be great
it's in a nice place
Keep it bike & road
keep out trouble
light?
like no cutting of yards
longer
Make bike route sa
Make it more fun
Make it so that the cars and bikes can have space
make more bike trails at every bus stop
make sure there are frequent benches
Make this a reality
more bike trails
More green life, better for environment
more parks
More play set
more teen get-togethers
more trash can!
More welcoming signs
move street light
My granddaughter thinks it’s great, I support what my kids love
no cars *(2 respondents)*
No changes *(7 respondents)*
None *(15 respondents)*
None thus far
Nothing *(2 respondents)*
Nothing I Know
nothing it seems good
Nothing right now

only bikes
open
Parks
Put garbage away when done
safe, equitable access to downtown
Stop a lot of cars
stop fighting, shooting, violence
Take street lights down and put stop signs
The street and bike lines
Tiny dog parks along the way or at least, doggie waste drop off points.
To save gas
Trash pick up
Trees, flowers, water
vairter to plant?
violence
Water fountains
Waterfalls
where would people park?
Would do the Blvd concept or half and half and not do the full. The full proposal is very biased in the pro and cons section by stating expensive but funding is available, maintenance cost would still be high. I live on a bike Blvd and dislike it but the other options would be worse for people. Since east and west travel is limited you have to also add everybody extra travel time-buses, school buses, mail delivery and locals. I know this from my living on a blvd experience. Maybe not as environmentally such a great idea as one might think.
yes because you are cutting of people's property

Question 3: What would you recommend to make the greenway a safe space?

Respondents who live on the proposed route:
3. Destinations are needed. Connect to river access, pop up vendors, food trucks. Provide a reason for people to walk & bike
24 hour police patrol
Adequate lighting, cameras, frequent patrols by MPD, Park Police or others.
Arrest all the drug dealers...Police do your jobs for a change
Bike police patrolling on a regular basis throughout the summer, street lights to keep path well lit at all times.
bike police patrols
bikes need to not be in way of cars
Both bike and walking and street lights.
call stations
camera/help
Cameras *(2 respondents, 1 translated from Spanish)*
cameras! Safe biking
Cameras, cameras, cameras
cameras, emergency alert stations
cameras, lights, police
cameras, patrols
Cameras and lots of walking/biking police patrols
clear lines
community parks
comprehensive program to build N Mpls as safe-environmental design, jobs programs, youth programs, etc.
consideration for the rerouting of traffic
control traffic, safer for pedestrians, more police
curfews for youth
cutting off traffic, trash cans
Don't block any streets.
Don't build it.
Don't make it a greenway! With a greenway, you'll see an INCREASE in crime, blight, etc. You'll see a decrease in property values, difficulty selling the homes, and people abandoning properties as a result. We have ENOUGH of that, and all of the problems that it brings.
Don't want one - go to Girard they want it on
don’t want the greenway!!
driving
Eliminate the Greenway proposal and use the funding to create a true community policing policy where residents (and Bikers) can feel safe.
Emergency call boxes. Lots of people using it. Lots of eyes on the Greenway. Greenway bike patrols.
Emergency phone stations and a dedicated police patrol.

Encourage bikers to use the current bike lanes, adding more where needed. Right now many bikes continue to ride in auto traffic lanes.
Everywhere should be safe
Extra police patrol
extra police patrols?
fairview park
fruits and vegetables, gardens
Funding for maintenance
go to Gerard, no I don't want to look, already did
Good (and redundant) lighting. Clear delimitation between bike and walking areas.
good lighting
good lighting!
Good lighting at night. Regular police patrol.
good lighting. frequent patrols from bike cops
Good lighting. Police bike patrols. Cameras.
good signage at cross streets
ground rails between pedestrians and traffic
Half & Half Greenway so emergency vehicles can get to our houses.
half and half
half and half, 35th to Colfax - more stop signs
Have guards keep track of us
Have police patrol on horseback. Safety will be the biggest issue for residents in North Mpls.
How do you make the parks safe? They aren't, and until the common space existing becomes safe, I don't suggest implementing the greenway project.
I am aware that emergency vehicles would have access to the bike boulevard, but I doubt a bike path would be adequate for the number of large vehicles that respond to a fire emergency.
I am concerned about the safety of residents and visitors if we need to park in lots. Given the history of the northside and a lack of police enforcement I think this is an important issue that needs to be addressed. It would be nice if these parking lots could have a police presence. I know I would not feel safe parking my car in a lot overnight or for several days. I also do not want to force my guests to walk several blocks in order to get to my home. One other suggestion is to increase the bike police as well as the horse patrol in our area. I think it will make a huge difference if the police are more open and visible instead of hiding in a car.
I would recommend installing "emergency phones" along the greenway, with video surveillance along the route, much like they have at the University of Minnesota. This would help people feel safe.
ice is maintained
Increase home ownership Increase neighborhood block clubs and involvement
it can't be safe, I barely let my kids outside, but I would like a few safer spaces for them to play
keep it clean and maintained
Keeping at least a single lane street.
lamps like in uptown, cameras, phones, patrolled with park and bike
less traffic
Light posts with emergency phones should be installed on the greenway, along with security cameras.

Lighting *(3 respondents)*
Lighting and police patrolling.
Lighting and upkeep of landscaping.
Lighting for night riding. Open spaces with good sight lines to look for car traffic. More intersection buffers throughout this planned route.
Lighting greenway at night, Separate cars from bikes/pedestrians.
Lighting- landscaping
lighting, good access
lighting, local business, security boxes, crosswalk signs
lighting, lots of lighting
lighting, not a lot of bushes (where people can hide), keep it clean
lighting, patrolling, especially night
Lighting. Regular patrolling as other parks are.
lighting/cameras
Lights *(2 respondents)*
Lights!
lights, bike patrol
lights, cameras
Lights, cameras would be good.
lights, cameras, police presence, bikes
lights, emergency park police on segways
Lights, police
Lights, Police on bikes/motorcycles, Emergency call boxes, Speed bumps in adjacent alleys, All-way stops at offsets in the route like at 36th & Humboldt, eliminate any potential ambush points where a group of people could harass passersby, Fire hydrants may need to be relocated in some places
Lights, speed bumps
limited traffic
Lots of illumination on the path at night, use some solar power too, not just electric lights! Make a neighborhood coalition or watch for people that live on the path, we should be willing and able to help if someone is in trouble.
lots of lights, call boxes, trash receptacles
lots of signs marking greenway to make traffic aware, bike police, someone selling home security systems due to increased traffic
more amenities
More cameras *(translated from Spanish)*
more lights *(2 respondents)*
more lights, more police patrol/bike patrol
more one ways is okay but taking away full street doesn't make sense, don't cut streets off
More outreach effort to the communities Visibility is important. Due to large crime rate in north Minneapolis, it is important that people utilizing the greenway are visible to the public for safety matters. When people are visible it is less likely that crime will happen.
More police

More police, less rental units, bring more businesses to the community, offer more afterschool programs at the parks, .
more signs, clearer
More street lamps.
need to calm traffic, cars drive way too fast
No car traffic, regular patrols by law enforcement on bikes
No cars *(2 respondents)*
no cars would be nice, probably 30 kids on this block, cars fly on street
Not interested
not to have it go through north Mpls
Nothing *(5 respondents)*
on the south side well as the north side
Park patrols. Adequate lighting.
parking
parking and friends visiting
path for walking and biking
patrol
patrolling
Patrols and cameras
people should be mature and account for their own actions
person w/ans cannot walk far needs to be able to park close to home. Lights, police on bikes/horses
Phone boxes + increased police
Please put the money into crime prevention instead. Safety is our NUMBER 1 problem in North Minneapolis. A number of families and decent people live in North Mpls but it is not safe to walk down the streets.
plenty of ambient lighting, emergency call boxes, and regular patrols by bicycle officers
Plenty of lighting!
Plenty of lights and emergency call boxes, especially along Irving Ave N between West Broadway and 36th Ave N. Also ample trash receptacles which are emptied on a frequent and regular basis.
Police *(3 respondents)*
police bike patrol *(2 respondents)*
Police controlled
Police on bike or foot
Police on bikes and lots of lights
Police patrol
police patrol, lighting, sight line?
police patrols
police patrols/bike cops not vehicle cops
police protect
Police, cameras
police/more

Prime Goal - to offer additional safe green space for walking, gathering and other physical activities which cannot be fully available if there is still traffic on the proposed route. As noted, other plans would benefit bicyclists but I believe if you were to take a poll of northsiders you would find more walkers than bike riders
put it on Girard
put it somewhere that does not take parking away from tax payers
Put this along a busy street - like Lyndale or Fremont to help insure safety with greater visibility
really pissed off! Company won't have place to park
security, patrol
security, police
See #2
shorter in length
side streets
Signs *(3 respondents)*
Since the proposed route runs through some dangerous neighborhoods (including where I live), a police presence would be a necessity, as would improve lighting, security cameras, etc.
Some lighting at night - low watt, downward facing - Garbage/ recycle receptacles, police biking patrol occasionally
somewhere else
Speed bumps for speed control
Speed bumps, traffic lights
speed limits like alleyways
stop violence
street signs, lighting, road blocks
Streets in front of houses or security guards to walk us safely to our house from the back alley or from wherever else we might have to park away from our houses
The greenway should not be done unless streets can remain open. I want my on street parking for myself and my family. Creating a "park" atmosphere will create a place for people to linger and watch our homes. I am mortified this is being proposed.
The people around
the proposal creates a safer space
the proposal makes it safer = less/no traffic
the proposal makes things safety
There's no reason it wouldn't be.
upkeep in alleys: especially winter, "kids at play" signage where there is traffic
Use pedestrian curb bump outs at intersections and speed bumps mid-block where car traffic/half & half greenway runs. Make sure connecting streets provide visible, separated bike lanes, parking indents, and repaired sidewalks to reduce risk of car and bike/pedestrian accidents. Too many people now walk or bike down the middle of the connecting streets to the park because the sidewalks are uneven, narrow, or they don't care to keep out of the way of cars. For the greenway to be successful the increased numbers of bicyclists and pedestrians need to get there safely.

Utilizing the full greenway option as much as possible (versus bike boulevards, or split-use). Also, consider adding diagonal parking on James Ave. where it borders North Commons Park. Currently, parking overflows onto Irving Ave., 16th, 17th & 18th Avenues, etc. during times of high use. As North Commons Park becomes more popular, these times are likely to increase, and planning for additional parking along James Ave. will help offset the loss of street parking on the surrounding streets (due to the greenway).
Well lighted routes.
Well lit, emergency call boxes, cameras, regular patrols.
Well lit. Open area. Few benches or structures. High level of up keep. More than what is on parkways.
well lite #1, bike self-service space (air pump, telephones, etc)
Well thought out "street" lighting and making sure all homes can be properly accessed by all EMS, Police and Fire crews safely and effectively. All alleys for those loosing on-street parking would need to be a FIRST priority for all snowplowing and it would need to be done in a pristine manner. Some alleys may even need removal of the snow if it is to be our only passable area for traffic.
who will patrol, park patrol. Especially at night
Wide
Wider lanes
wider streets
will follow in North news
wonderful idea!
would not feel comfortable if greenway was not patrolled, we need immediate response on both greenway and alleys, need to have access points - interested in more studies being done
yes more lights
yes because it keeps people healthy, yet they have to stay safe
Yes more police
Respondents who live within 1 block of the route or on a route alternative
1) cameras, 2) police presence, 3) lighting, 4) blue light systems/all phones placed along route, 5) shot spotters
Add security, cameras, police
Adequate lighting
Adequate lighting and open spaces with emergency call boxes available.
Big lanes
Bigger bike trails
Bike cops
Bike patrol
bike patrol, community action groups, cameras can be disabled
Bike police, lights
bike police, low lit lights, emergency buttons to press
bike trails closer to the street, well lit
calm traffic, children playground, lighting needed
calm traffic/full greenway
calm traffic/reduce traffic/patrols - reduce drugs/crime, police presence, bikecops/horse, lighting
Cameras

Cameras and boosted police presence along the corridor.
cameras and police patrol
Cameras, lighting
cameras, police presence
Caution
Connect it to the park system. There are a number of small parks in North Minneapolis, or move it to the river road.
Continued commitment from the city after the project is built, for both police patrols and upkeep.
create boundary between cyclist and cars
decorative lights placed all along the greenway.
dedicated bike way
Dividers for cars + walker + bikers
Do not change anything
don't build it -reduce crime first
don't have greenway to have future residential problems
Drop the idea. Thugs will take it over leaving it completely useless for decent people.
Education, knowledge and pride in our homes and neighborhood
Eliminate 2way traffic option. Consider frequent Bike Police officers patrolling...some lighting - as on the Memorial/Wirth parkway.
Fence the bike way
fence/protected security cameras
Few intersections where cars + bikes cross paths
full greenway, police patrol
full linear park greenway
Good lighting and impeccable maintenance/upkeep.
good lighting and periodic emergency call boxes
good lighting, signs
good signs
Good street lights, a call box (maybe)
Grass + No thru traffic
Have it on one side is good *(translated from Hmong)*
Have police
Have with community
How about we skip the project and add more police to patrol the area suggested by the planning committee?
I think the best thing to ensure safety on the greenway is giving it the attention it needs to make it popular to use; the more people using it, the more greenway focused development there will be like bike shops and coffee shops (midtown greenway) and therefore even more people will utilize it.
I would recommend a lane for cars and bikes
if we don't clean up neighborhood, this will attract crime. Undercover police/police presence, lighting, police substation
Input from neighbors affected by the proposed changes
Install camera on corner for night vision

It is vital that the greenway be well maintained and pleasant to encourage its intended use. This means snow plowing, mowing, landscaping, trash pick-up, security lighting, police patrols, bike/mounted police, and etc. Good sight-lines/visibility and openness would probably reduce crime. For example, there is an alleyway in my neighborhood plagued with frequent muggings - probably because the alley has many tall/large garages and a hill in the center that blocks sight-lines. It might be helpful to have increased fines/sentencing for any crimes taking place on the greenway.
It should be patrolled regularly by officers on bikes
Keep it all on Humboldt - turning corners will make it less safe
Keep lanes separate
Keep the bikes and cars separated. Please don't make another bike blvd. My experiences have made me feel unsafe biking or driving on one of those.
Keep the greenway to pedestrians only
Keep traffic at a minimal
Keep traffic down
Keep neighbors informed
Lanes/ colors
less guns
less traffic, children playing, lighting patrols
Lighting *(5 respondents)*
LIGHTING and economic development along it. More traffic the better!
Lighting at night is important. And a mechanism to keep litter and trash picked up. A clean and tidy space seems safer to everyone. Safety will follow from an atmosphere of respect.
lighting, bike police patrol, emergency phones
lighting, decorative, lots of lighting on adjacent streets as well, parking plan, make it convenient/useful
lighting, no traffic
Lighting, occasional bike patrol from PD
lighting, patrol (bike/foot), beat cops on foot
lighting, signs, arrest naughty kids
lighting/police
lighting; engage youth; care about neighborhood, police presence enhanced, gun/drug issues
Lights *(2 respondents)*
Lights and police access.
Lights, emergency call phones, posted speeds, fix alleys, speed bumps
Lights, Places to call for help, cross walks
lights, security box
lots of lighting
Lots of lighting and regular patrols.
Lots of lighting, police presence
Lots of lights
lots of lights for night time open spaces
lots of lights to make it visible
lots of lights, full greenway, community gardening
lots of lights, police patrol, walking clubs make it safer

lots of lights. Call boxes. Easy access off the greenway
lots of lights/cops
lots of unattended children; need dedicated space for children to play
Make all homes on the greenway owner occupied homes.
Make informal areas of how to conduct safety! How to engage one another culturally after doing some research, allowing each culture to personally represent how one another communes!
Make sure emergency vehicles can access
More community involvement. Letting people know that we are not going to put up with drugs, guns, loud music, etc.
more lighting-
more lights
more police on bikes
more program
more street lights/security cameras
No cars.
No greenway at all
No skinny lanes
Not have it
Not in a certain area's of North
not right for residents required to maintain
Not sure
Not to go through
nothing
nothing 100%
Off street offers- food and biking
One way traffic for cars
Open site lines and adequate lighting are always key to any urban development project.
Park for kids
parking restrictions, permitted parking, public safety, street lights!!
Parks, police
patrols, lights, would less traffic invite crime? Neighbors/volunteer police effort, zero tolerance for criminal activity
People monitor streets
people watching the park, bike/pedestrian path
picnic table, community gardens, bbq pits => feels this is effective to bring neighbors together
Plenty of lights and call boxes
Police *(2 respondents)*
police (mistrust) "crooked"
Police activity
Police and security
Police bike patrols might help.
police lighting

Police on bikes safety phone stands that dial 911, possible police substation.
police patrol & emergency 911 poles
police patrols, cameras and emergency call stations
police presence (patrols on bike)
Police presence
Police presence
police presence, music
police street lights
positive people
Proper lighting and regular patrols from police both on bike and car.
Put houses in
Redo plan
round about calm traffic, serious safety concerns, "motorcycle and girl hit" accident
Run nest to existing parks small and large Make street a one way
safe crossings at Broadway
safe enough place
security to make sure no weapons are around and no one is in danger
shared drive and bike usage
Slow speed
someone overseeing blue bikes
sound barrier for train noise
speed bumps and foot patrol
Stop signs on all corners, highlighted
Street officers on foot and bike
supervision of
Surveillance *(translated from Spanish)*
Traffic to yield to bikers and walkers.
well lit and power in winter
Well Lit at night with old style street lamps. Lots of Trash Bins. Separate Bike and Walking Lanes.
Well lit. Patrolled
When
Why do we have to change anything? What's wrong with it how it is?
Widen streets to accommodate traffic and bicycles. Add additional street lighting not enough lights in North Minneapolis help deter crime. Create pedestrian cross walks because bicyclists and cars do not stop for pedestrians or obey traffic lights.
would help disperse/calm traffic, lighting, police patrols
yea safe traffic
Yes, emergency call stations, greenway security
yes, I hope so, as long as it is policed
Respondents who live within two to four blocks of the proposed route
1. spot cameras on the route, 2. adequate lighting, 3. police bike patrol at peak commuting hours
1/2 bike, 1/2 car, A Lot of lighting. it's too dark everywhere in N Mpls

a camera or two
A train would not help
Add more police
add police
additional lighting, police on bikes
Adequate lighting and emergency call boxes.
Adequate lighting and plenty of emergency phones along the parkway. Also, maybe it could close at a certain hour - 10:00 p.m.?
Adequate lighting, and multiple surveillance cameras.
anything that help
At intersections with streets, I would strongly recommend adding stop signs for car traffic, especially at intersections with main east/west traffic flow. This would FORCE cars to stop AND decrease risk for bicyclists.
Better signs to get places, accessible to all. Lighting. *(translated from Spanish)*
Bicycle and foot patrols.
Bike patrols by police, better lighting
Built to bicyclists recommendations and preferences will encourage greenway use and promote safety.
Call Boxes, Lighting, Benches, eyes on the greenway, regular patrols.
Cameras *(2 respondents)*
Cameras. Especially to view the parking lots along the greenway. At ends of the blocks
Car- free street, more green space
cars and bikes and walkers. How long is the greenway
clear signage, consistent streetscape beautification throughout the route (no good blocks/bad blocks). Restricting vehicular access will help with this.
Cop presence
Cops on bikes
Creative, artistic lighting. Themes around blocks, an alert system through the parkway
Cross road like the street
cameras
Do not build
Do not do this. Hire police instead. Hire people to supervise parks. Anything other than this.
Don't
Don't care *(2 respondents)*
Don't let the car traffic in
don't make a greenway
Don't make it
Don't put it
Don't put it through the heart of Jordan.
Emergency
Emergency call post
Emergency phone stations, cop patrols, design limiting spaces of seclusion.
emergency phones

Emergency stations with panic buttons like they have around the U of M campus, lighting, cameras, MPD bike patrols.
Enough police to make a difference on the whole north side - not just focusing on that one little space
Err
fences
foot patrol (take ownership)
forget the whole thing
Full option
gardener, community support
good lighting
good lighting in all areas, access to all along the walk ways, frequent patrols or video cameras
Good lighting, possible security cameras, police on bikes.
Good lighting. Good visibility.
Good pedestrian level lighting. Good visibility - lots of "eyes on the Greenway." Landscaping that allows for good visibility. Good access - no feeling of being trapped, like the Midtown Greenway has.
Have some emergency phones or ways to call the police. Also, a bike station like they have on some of the other greenways would be useful.
Have the greenway be well-lit and patrolled (especially at night), so that people can know that it will be safe and won't be afraid to use it in the dark. Be sure to keep pedestrian and cycling areas well separated to prevent collisions.
Have two lanes for bikes and people
Having security cameras
Having security system
How would it help safe???
I recommend a thick white line separating the street from the greenway
I think that the more green space you can provide through this project, the more successful it will be overall. Putting in a bike lane is going to attract bikers going through the city but adding the green space will allow nearby residents more opportunity to be outside and to have their families use the space.
I would if I agreed
I would like to see roads with bike lanes physical barriers (such as what is on 44th & Penn Ave N) periodically along the route to remind drivers that bike lanes are for. We also need the city to commit to better snow removal on any bike route. Too many drivers use the bike route for driving when the roads narrow in the winter.
I would place security
I would want to be sure the lighting is MORE then what is required and there are "emergency" call boxes close together as well as using video cameras to keep the area safe.
Improved lighting and foliage which does not restrict visibility.
Increased lighting, phone booths that call directly to 911 without having to pay in case of emergency, have police on bike presence.
Increased patrol
Install stop signs for cars, not bikes, wherever cars cross the greenway, and put speed bumps in the blocks before the stop signs because many drivers run stop signs, especially on the lesser traveled side streets.

Is there any way to construct bike/walking bridges over major intersections such as Dowling, Lowry, and Broadway avenues?
it is going/might be unsafe because the north community feels unsafe and he will be afraid to go out
It passes through some troubled areas (27th and Irving, for example). Please make sure the greenway is very well lit along its length. I would also recommend emergency phones periodically, as there's a dearth of commercial areas with phone available for public use in the event of a crime.
It would take a 24/7 police presence to make it absolutely safe (we don't have enough police for the Northside as it is).
it's ok *(2 respondents)*
it's safe for bikes but person safety may not be
jobs and future for the residents, I fear a great place to be robbed at night commuting because easy lone targets walking or riding less chance of bad encounter on a bike because you can avoid suspicious loitering characters by rerouting. With good situational awareness.
Keep bikes and cars separate whenever possible.
Keep doing what you are doing
Keep traffic in order
Late night patrols
Light the street.
Light, police patrol
Lighted street corners and alleys that open into the greenway paths
Lighting *(4 respondents)*
Lighting and plenty of access. Long stretches of isolated areas right next to residences is a very very bad idea - it makes Humboldt Ave a burglar's smorgasbord.
Lighting for evening and ability to view surroundings--not a large amount of thick foliage which would collect trash and allow for people to be unseen.
Lighting, attention to landscaping were people cannot lay in wait without being detected and most specifically, without doubt. the most important part would be to heavily patrol the area at least initially the first couple of years, until this major improvement to the area has a chance to improve the neighborhood by attracting more families and home owners. Without something like this, the area will just sink deeper in decline, since I have moved back here in 2010, three homes in just the block across the street from me have been condemned, attracting all kinds of trouble and the housing values have been in a steady decline as well as the majority of the most violent crimes being concentrated in this area. Something radical needs to be done to turn all of this around and I do believe this would be a major start in the right direction.
lighting, booths to call if an emergency like on campuses
Lighting, commerce, call boxes.
Lighting, Emergency Kiosks and Proper Signage (both for vehicle and bike traffic),
Lighting, lighting, lighting :).
Lighting, lighting, lighting. Call boxes, Trash containers, groomed and well cared for plantings
lighting, low plantings and SOS phones on route, specified lanes for bikes and walkers
Lighting, officers on bicycle patrol, permanent security cameras
Lighting, surveillance cameras, visible police presence, emergency call boxes.
Lighting. Add lighting.
Lighting. Emergency call boxes. cameras.

lighting. It has to be well-lit; especially any structural amenities (kiosks, benches, etc.)
Lights *(2 respondents)*
Lights and police control
Lights at night time. Patrolling
Lights!! Picnic areas
Lights, police on bikes
Lights. Current greenway does not have enough lighting. Makes it feel very dangerous if you don't quite time your ride.
limiting car & bicycle interactions as much as possible
Lots of lighting for evening, night, and early morning hours.
Lots of lighting, water fountains
Lots of lighting. Place for bike riding.
Lots of police
lots of public activities weekly
Make it a dedicated bike path on the street with no parking on the bike path side.
Make it available everywhere
Make it half and half
make it safe for kids
Make sure everybody is aware of things like the road and other people homes
make sure people in the block don't litter
Make the half and half
Make the majority a full greenway
many police
maybe make a specific walkway for the handicapped
Minimalizing cross traffic.
More information
More lighting *(2 respondents)*
more lights
more lights along the path
More Mpls PD & Park patrols
More police *(2 respondents)*
More police and lights and places to park our cars.
More police in the area. More pressure on absentee landlords.
More police officers on bicycles in the neighborhoods.
More police presence
More police presence
more police, reroute traffic
More space
Neighborhood watch, police
Night lighting, stop lights, traffic control, clearly marked signs etc
No bad people
No Cars at all.

no cars! :)
No changes
No greenway at all
No guns
no hidden areas
No shared traffic with vehicles
No smoking
No tall trees or bushes
No violence
Nope
not now
Nothing *(3 respondents)*
nothing 100%
Nothing don't want it
Nothing!
Noticeable lanes
Occasional bike patrol police officers would be great, as well as cameras at busy intersections.
Of course if it comes *(2 respondents)*
Of course security
one way car traffic, not 2 way
park patrol, energy efficient lighting, open space with no hiding spots
Patrols (By police or designated folks)
Patrol cameras, bike patrols on the trails/in the parks, Have a North "DID" style patrols on Friday and Saturday evenings (Not late night).
patrol cars
Pedestrian level lighting
Pedestrian lights
people need to mind their own business
People to watch for criminals
Planters or a barrier between bike lane and cars
Police *(5 respondents)*
Police activities
Police nicer to residents
police officers on bikes
Police on beat
Police patrol
Police patrol day and night, people cleaning
Police patrol, emergency call boxes and lots of light. Very dangerous area of town this is planned through. Most predators would see this as an easy chance to steal a phone and a bike!
Police patrols and adequate lighting.
Police patrols, cameras
Police patrols, good lighting, cameras

Police stations
Police, cameras
Police, lighting
Police, neighborhood watch
Police presence, lighting *(translated from Spanish)*
Police surveillance *(translated from Spanish)*
Proper lighting and Emergency kiosks. Good signage for car traffic, so intersections are clearly marked and understandable.
Proper lighting and restrictions to not allow vehicles on the trail.
Proper lighting, police/community activists patrol at night, lots of user friendly green space so more people are on the trails.
Protected from cars as much as possible, but open spaces to protect commuters from criminals hiding in ambush.
put it somewhere else
Put more police on the beat
Put where there are no busses or traffic
Random Police Bike Patrols.
regular and frequent patrolling
security
Security is the biggest part
security lighting
Security officers
Separating bikes and cars. Even on the bike blvds with the additional safety features cars still can get to close to a bike.
Slow speed
speed bumps
Speed bumps, lights
Speed limit
Speed traps
Stop single family homes being used as rental property. It is the source of ALL the problems on the northside.
Street calming and placemaking fixtures to get people on the green way
strong police presence mounted or bike
Strong police presence. No cars!!!
They have light
This is a big concern. I wouldn't be enthused about riding that greenway down through the neighborhood on the map. I live above Webber Park where it's safer. The river trail or Victory Parkway seem safer now.
To have its own path without cars
Traffic is monitored
Umm I don't know
Use the money to fight crime instead.
Video cameras

Water fountains. Walking and biking space signs, signs about the benefits of wearing helmets
Well lighted routes.
Well lit and video cameras covering the route.
Well lit area, family friendly (visually)q
Well lit, beat cops, possibly emergency boxes similar to college campuses
well lit, police on foot, possibly cameras
Well lit. Cameras?
worry about getting hit
Yes it should be safe
Yes more police
You're presuming that it CAN be made into a safe space. I don't know about that. Look at the bike greenway. There are continuing safety issues, and using it after dusk is considered foolhardy by most. In a residential area, with far more accessibility (to cross streets and 'escape routes' this new greenway really has potential safety issues.
Respondents who live elsewhere in north Minneapolis
"Help" call poles along the way (most college campuses have these for people in need of police/medical)
1. friendly field of view - ensure all areas of greenway are visible from 3 or more blocks away, no fences or hidden areas where shenanigans can take place out of sight 2. periodic lighting 3. landscaping that channelizes bike/foot traffic onto (but not off) greenway, and then off at designated on/off ramps (that could be monitored with cameras). If someone got on the greenway and committed a crime, they'd be forced to leave the greenway by a high traffic or monitored area (a disincentive to commit crime on the greenway)
a fence
a less traveled street, and foot patrol.
A lot of light and security
A lot of light and security day & night
A lot of public support
A lot of security *(3 respondents)*
A lot of signage, and heavy police patrol immediately after opening, at least for several months, to make sure that drivers understand the new regulations. Also, good lighting along bike/pedestrian paths.
A policeman on every block, realistically some kind of effective bicycle patrol, visible cameras and/or other crime deterrents.
able to be seen from individual homes, no hiding places caused by utilities or landscaping
Above as well as a strong police on bicycle presence.
Add cameras and security
Add some cameras.
Adequate lighting. Garbage. Benches. Clear sight lines.
adult supervision
Again half and half or the bike boulevard. There are plenty of existing parks along the route for people to enjoy green space. The safety of the people in the homes is top priority. My family does quite a bit of biking, and have no problems on the quiet side streets.
Ample lighting, surveillance cameras in isolated sections.
anywhere for kids

Because this North Mpls and there's a lot of crime, especially in the evening hours, there should be some kind of curfew or security on the greenway path
benches, swings for kids
Better lighting than tends to be maintained in other North Minneapolis parks and trails. Actually plow it fully in the winter, unlike the other greenway in North Minneapolis (37th Ave) which is extremely poorly maintained. Plowing only occurs after the most significant snow falls, and is often not done very well.
Better lighting. Perhaps Emergency Phone boxes / potential cameras/ occasionally have police ride their bikes on them
Bike cops
Bike cops and one way street
Bike patrols keep the area clean and wide open don’t have places where people can hide out of sight
Bikes only
Bollard lighting. Emergency call boxes. Video cameras like in the safe zone. Make sure there is a diverse range of activities to ensure there are lots of users (and eyes) on the corridor.
By homes
call boxes / beacons / sirens of some sort. somehow so they aren't misused, however. hmmm. do ride the midtown greenway frequently. daytime. great route to work for commuting.
Call boxes lights cameras bike patrol. Get the police out of their vehicle and out walking and biking.
Call stations and cameras
call the police
Cameras
Cameras and security
Cameras, police patrol
Cameras, security, police patrol
Carry a cell! Lights on bikes
Clear bike and car areas.
Community gardens. Encourage citizen patrols.
community support! Adequate funds for upkeep
continued police bike and walk patrol and community indolent such as watches and cleanup of the neighborhood.
Controlled lanes
Create signs like we always do and make enough space for cars and bikes to see each other
curfew for use
Decent lighting, shot spotter built in.
Decorative lighting and perhaps cameras
Definitely lighting and emergency contact booths.
Do not build it
Do not use a bike lane on the same grade as automobiles
Don't add too many streets. Add stop signs and traffic lights.
Drones
Emergency
emergency phones

Emergency police booths, (similar to what you would find on college campuses), plenty of LED light poles, security cameras on every block, and classical music played on speakers connected to light poles.
Ensure adequate lighting on trails, posting of signs, patrolling of area by police
ensure appropriate lighting is in place clear signs for both greenway users and vehicles indicating intersections
Everything
Exercise equipment for older people, and community gardens and space for live music and outdoor movies.
extra lighting
family park just for the family
Fewer cars
foot patrol
Frequent police patrols, cameras, SOS stations....
Frequent use. Bike police random patrols. Emergency stations noise and 911
full greenway
full linear greenway
Full linear park greenway or at least half & half greenway. Limited car traffic
Get rid of all the trash
Get safety lessons for bikers and drivers
Good concrete with grooves for traction
good lighting
Good lighting and open areas.
Good lighting for sure. Emergency or help kiosks/posts or the like to call for help.
good lighting, cameras, emergency phone spots
Good lighting, emergency call stations
Good lighting, not much shrubbery
Good lighting, of course. Reflective lines. Signs & pavement marks to indicate intersections with traffic. Separate lanes for slower traffic bikers, kids, and walkers & those really fast bikers, or a speed limit on biking - I've been in a few near misses on the midtown greenway. Or possibly a speed limit for biking? or maybe extending the on-street lanes in place on Fremont and Emerson north to 44th as an alternative for the more traffic-speed bikers. Police patrols by bike or Segway or horse - or a combination. Also block patrols. Emergency call boxes. Food trucks @ some locations adjacent to the greenway.
Good lighting. Make it an inviting space for pedestrians as well. Make it a place that people want to use. More people=more safety.
Good lighting. The lights along the path on Victory Memorial parkway are inefficient and ineffective. It would be wonderful to have shorter, pedestrian-level lamps that shine light horizontally and onto the ground, not into the sky, thus illuminating both the path AND pedestrians. The kind used in public walking spaces that are only about 3 or 4 feet high. Having these regularly spaced along the path would also deter crime.
Good pedestrian lighting, good maintenance program - cleaning and repair
good pedestrian/biking lighting
half and half
Half car, half bike trail
Half trail/half road

Have a couple of cops come by every hour to check
Have extra security
have it light up, emergency phones
Have lanes designated in each direction, separate from the traffic
Have more police
Have more security + police
Have police patrol
have police ride through sometime. Help us make it safe
Have to make places like North Commons safer regardless
How about using the funds for something that truly will impact the community? Like drawing in a committed, stable and revenue-generating employer who won't give up when the going gets tough; one that can work with the existing North Side (i.e., me) dynamics and produce, not just jobs for now, but for generations to come. We need and want sustainability, not greenways.
I assume it would be as safe as other greenways like Theo Wirth, Victory Mem and those in south mpls
I don’t understand the safety risk associated w/ a greenway so I cannot answer this question. I think a better question would be would the greenway promote a safer N Minneapolis.
I have no recommend on this time
I recommend a lane for cars and bikes because people will still go even if there are no lanes for bikes
I strongly support the full linear option.
I support the full linear park greenway to make it a safe space for cyclists. Proper lighting and signage are important. I also think it would be safest if it remained on one major existing roadway if possible.
I think that we should keep it clean
I think the second option to have a greenway path and car traffic seem like a good option to keep people and visibility high on the space. North Minneapolis is a safe place, people need more opportunity to know their neighbors and build trust, and the green way needs to find ways to promote that, not just for the biking community.
I would put it where it's no violence
I would recommend a huge street
I wouldn't be
If it is a bike boulevard do speed bumps or something else to keep car traffic from speeding.
If it's inviting, people will come and people will make it safe
include patrol
increase/include neighborhood watch
Increased involvement with other community groups and local police departments together done of the low income families involved
Increased patrols, resurfacing of the alleys, better lighting.
Increased police presence throughout the north side. My fear is that, because of the political importance of this type of project, it will receive added attention, at the expense of surrounding neighborhoods.
Information
Intelligent decisions that positively affect North side
Involve the residents who live in the neighborhood.
It should be fully lit at night and have blue emergency poles.
it should be made somewhere for moms and their families

It won't be safe. It will be a target for bike thieves.
I've never had issues with biking in North Minneapolis and feeling safe or being threatened. Perhaps there would need to be a greenway beat cop.
Just create more crimes.
Keep bikes in own lane
keep cars & bikes separate
Keep it lite at night.
Keep more bike lanes
keep out trouble maker
Keeping it as free from cars as possible, as well as making it open, without spaces where crime would be more likely to take place.
Leave it a normal street and put more cops on the street.
Leave the street lights and build emergency stations
let the people dwell in the space who can keep it safe
Light
Lighted space, lots of signage, "security" steps along the way
Lighting - Call boxes
Lighting along the walking/biking paths - not just street lights. Emergency call boxes.
Lighting at night
lighting at night, police bike presence along the way
Lighting, bigger lanes
lighting, call boxes
Lighting, call boxes, space between trees.
Lighting, cameras, police on bikes
Lighting, emergency call boxes, police patrols
Lighting, emergency phones, bike police frequenting the path
Lights *(2 respondents)*
Lights and cameras
Lights and patrols
Lights and phones *(2 respondents)*
Lights and police control
Lights and small commerce to ensure adequate foot traffic to deter crime, maybe a closed-off street could house a rag market/flea market/farmer's market?
Lights cameras and bike cops
Lights, bike police
Lights, police presence, real consequences for violent offenders.
lights, vigilance
Lights. Emergency phones I've seen them as blue phones. Horse patrols.
Lights. Nice lights on nice poles, not simply lights atop wooden poles. Emergency buttons.
Lots of cops on white horses
Lots of light and police
Lots of lighting & security phones

Lots of lighting, call boxes, and easy access on and off greenway (to avoid feeling trapped)
Lots of lighting, cameras
Lots of lighting, extra patrols by park police.
Lots of lighting; advertised security cameras; police presence (walking, biking, horseback).
Lots of lights, police patrol
Lots of people/ activates
Lots of police
Lots of sight lines to the street
Lots of signs or other deterrents to keep all pedestrians and motorized vehicles OFF the bike trail/path. Perhaps bike police should be patrolling these regularly. People walk, run, and even hangout on the trail through Webber Park and along the river near downtown. I have nearly run over kids and had runners dart in front of me on several occasions. I have also been nearly run over by people on scooters and 4-wheelers. Not to mention the stupid Segways that people don't know how to operate on the bike trails between the Hennepin and Stone Arch Bridge. REPAIRS. So many of the bike trails/paths/lanes I use are in need of serious repair and would be considered unusable if there were other options for people. Repairs to the path/trail/lane need to considered on a project like this. For instance, is there money for repairs in 5 years? 10 years? It is not a safe situation if I have to dart out of my bike lane into traffic in order to avoid a giant pothole.
Make it inviting so it encourages people to use it. The more people using it in positive way the safer.
Make signs, warning, caution and careful bikers around signs
make some changes to the drug dealers
make sure it is secure, either through police traffic or community volunteer traffic
make sure it is well lit and kept clean
Make the lanes big enough
Many lights
Maybe
Maybe a fence, signs, guards
Maybe rules for bikers
More beat cops, better lighting, fewer closed-off or non-visible places for crime to take place.
More cameras
more elders
more elders, more role models
more events, programming, group rides, community socials, paid patrols of young adults
More lighting *(2 respondents)*
more lights
more on foot police patrols.
more people involved
more police and it's in a horrible neighborhood
More police, more personal responsibility.
More police/cameras *(2 respondents)*
More rails and no steep hills
more security *(2 respondents)*
more semlaars?

More signs for cars
more space for the biker to drive on the path
More trees *(2 respondents)*
More warning signs that tells that bikes are here
More water fountains
Motion activated lighting - solar, water & fix stations
MPD bike patrols
Must have police bike patrol on all greenway routes on a daily basis, especially during the weekend hours. *(translated from Hmong)*
no being rude or stealing or watching out for bikes and cars
no bushes
No cars
no cars, just bikes
No cars. Recommend no riding at night and let MPLS patrol and community patrol area.
No chance of crossing a car lane. Well lit at night.
No lighting
No motor traffic
No negative by parks
No places to hide. Cameras. Bike cops. Emergency phones.
Not a lot of traffic
Not sharing the road with cars
Not to make the greenway safe only, but also to provide safety to people/children who live and go to school on its path
Nothing *(3 respondents)*
Of the three proposals, the Bike Blvd is the only one that seems safe. Residents retain the ability to access their homes from the street while making it safer for bikes. Speed bumps would be a good way to ensure this.
Open flow, not a lot of places for people to hide. Good lighting. Access to emergency phones.
parents/adult supervision
Park
park patrol
Pedestrian level lighting
Pedestrian scale lighting.
Plenty of lighting
Plenty of lighting, bike patrols, discreet emergency call centers
Plenty of lighting.
Plenty of lighting. Move it closer to the river. The proposed greenway route is in a high crime neighborhood from Plymouth Ave through Dowling Ave (which is the majority of the route). This would be avoided by moving it further east and taking advantage of the river. N. 2nd Ave would be ideal in that there is very little crime along the river neighborhood and the traffic is low being a few blocks from the residential neighborhood.
plenty of visible signage, maybe even traffic directions, and advanced notice and information distribution prior to the project

Police *(3 respondents)*
Police aboard
Police bicycle patrols.
police cameras, adults around from time to time
police cameras, proper grooming of grass during summer months as appropriate. Tall grass attract garbage and the wrong crowd.
police enforcement
Police K9
Police on bike patrol/mounted horse presence with regular patrols and monitoring so loitering/illicit activity doesn't take place and scare people away from using it.
Police patrol *(7 respondents)*
Police patrol, emergency post
Police patrol, light post, camera, emergency post
police patrols
police patrols and emergency call boxes along the way.
Police patrols, lots of people
Police presence on two wheels -bicycle, scooter, motorcycle Police on Horses
Police reinforcement
police with dogs
Police, cameras
Police, security
Presence of bike cops. Good lighting at appropriate times (shielded so not to cause light pollution)
promote family values, safe conceal laws
Proper lighting, cameras, bike patrol
protected bike lanes or no cars if possible, lighting
Provide a significant amount of lighting and frequent access points. Tall trees are good for shade and allow for good visibility leading to greater security.
Provide security
put it further from the street
Put signals that traffic will respect *(translated from Spanish)*
Put stoppers to stop traffic and there will be safety for everyone. *(translated from Spanish)*
Putting it somewhere else. Our city cannot control the crime in this neighborhood as it is...how hard will it be to get a police officer to a location on the north side when a crime occurs on a bike trail?
Redo car traffic
Safety stops with police staff
Security *(5 respondents)*
Security "Day & Night"
security around the trail
Security borders so cars could stay away for sure
security cameras
security in area
See #2.

See 2
see question #2, appropriate lighting, emergency boxes
Separate pedestrian and bikeways
-Separation from motorists for bike/ped users. Also, separation between cyclists and pedestrians. I am more afraid about our kids getting hit by speeding cars than by stray bullets. -Botanic diversity. The more green plants the better. Green space is safe space. -"Yellow Help Phones" every so often as seen in Midtown Greenway -MPD Security Cameras in areas perceived as attractive for criminal activity. -MPD beat cops in the 4th precinct willing to "walk the beat" or "bike the beat." We need to get our officers out of their cars on the streets on foot. This could improve community relationship with police and confidence in police presence.
Signs
Signs to keep cars out
Signs, lighting
Signs, phones for emergency
siren and security
so cars won't crash they can drive safe and bikers can ride safe too
Some bike trails
Stop signs *(2 respondents)*
street (support cars, open)
Street lights (at street level)
Street lights with a low-light pollution levels
supervision of kids, getting and keeping neighborhood involved
There has to be cameras, phone boxes, police very visible. This section of town could become a very heavy crime area if not patrolled on a high frequency.
There needs to be a safety study done on this whole route. Lighting, lighting , lighting. Police call boxes. This entire route, other than the part north of victory memorial parkway, is a very unsafe area at all times
There should be constant police presence do to children and commuters being targets for robbery.
To be honest, this will be the biggest challenge in this project. But here are some suggestions. No to minimal rental properties on the corridor. No Level 3 Sex Offenders near the corridor Substantial lighting and emergency phone boxes Police bicycle patrols and better police response times
To have a full linear
To meet new people
Traffic calming, adequate lighting and snow removal.
Traffic cones and street patrols
Very good lighting, police presence (at least for the first year or two), good maintenance (including prompt removal of any graffiti, litter, etc.), public events on the greenway, good connection to other parts of the city,
Volunteer patrols, safety poles with telephones.
Walking lane
Warning signs
Warning signs and rails
Warning signs, more cops

We don't need greenways, we need shelters, convenience and security. I a senior of 73 years of age. What good is a greenway for seniors, handicapped and mothers with baby carriages? Leave the greenways to those with their own personal transportation and they can bring their bikes with they can afford. There are no tricycles for seniors.
We need more police presence in North Minneapolis. You are proposing a greenway in one of the most dangerous, crime-riddled areas, and crossing Dowling which has seen many accidents as it is. I propose NOT BUILDING IT.
We need to make ALL the street in North Minneapolis safe.
Well lit areas and emergency phone booths.
Well-lit; open sightlines; more frequent police presence in general in NoMi
White bold line
Wide lanes
Wider lanes
Yes cameras
Yes so people don't get hurt or killed
Yes, spies
Yes, very safe
Respondents who live outside of north Minneapolis but visit frequently
#1 issue is to enforce the traffic laws on the riders. #2 is to require that all riders have a front and rear light on at all times (just like motorcycles.) Make it a City or State law. Whatever it takes. Set a precedent. It is only logical. You can't improve safety for riders and cars if the cars can't easily see the riders.
(1) Good wayfinding. (2) signals at intersections with roads.
25 mph speed limit for all motor traffic
a sort of security like security officers and stuff
Absolutely. It is crucial to its success
Active bike police patrols and using public spaces for scheduled community activities
Additional investments in North Minneapolis to foster opportunity and hope.
Adequate lighting
Adequate lights along street
Ample lighting for evening/nighttime visibility.
Ample lighting. Trail watch. Emergency phones.
an obvious and intuitive connection to other well-used tails on the south end of the greenway
As is true with the Midtown greenway, having volunteer-based nightly rides (patrols, etc.) would help to make the area safer. Too, the more planned events and activities that make use of the greenway during the day and at night will help to make the space safe and inviting.
barriers b/w bike lanes and cars
be more cautious of drivers
better security
bike cops, lots of lights
bike lanes
Bike only
bike patrol (MPD and park police)

Bike patrols, similar to those used on the Midtown Greenway in S Mpls.
BLVDs are not safe for bikers. Any bike plan should have separate trails for the bikers/pedestrians.
Bright lighting
Build at street level; places for restaurants and other stopping points; lighting; easy and numerous on/off places
call bars, lighting
call for suspicious activity
Cameras and lighting
Cameras and regular bike police patrols.
Cameras to watch for criminal assaults, theft, etc....
Cameras, and lots of them. And bike cops.
cameras, patrol men, having community based attractions/centers/housing or stores around to feel less desert.
Cameras, police patrol
Car Bike isolation, lighting
Clear separation of lanes, directional signs
Clearly marked signage
community cooperatives
Community garden space/ Specifically vegetable gardening, pollinator friendly plants and less grass- City refraining from using pesticides to control weeds and bugs, planting plants native to MN that require less chemical upkeep. Diversity of new trees- not just Maples, but a variety. Multiple trash and recycling receptacles along the way to encourage cleanliness, Park ambassadors- like the Downtown ambassadors?
community gardens having children's art on display connecting the trail to other trails AS MUCH AS POSSIBLE to allow for frequent use of greenway by a lot of people. Less isolation will be and feel safer.
continue with the youth program and allow the kids to come up with different ideas regarding activities to keep them busy year round
creating a strong sense of community
dedicated bike lanes, lighting, clear sight lines
Do either the full linear or the half&half. A bike boulevard would provide next to nothing to the neighborhood, it would just be doing the cheaper option on the North side to spend more money in South (as always).
doing a full linear greenway, bike blvds don't do enough.
Don't allow any places for attackers to hide like we see on the Midtown Greenway.
Don't know, lights
drivers slow down
Either half green space or a bike boulevard seem fine from a biker/pedestrian safety from automobiles standpoint. Having a major car thoroughfare on a parallel block would further reduce drivers incentive to drive on the boulevard. As far as neighborhood safety is concerned, the more people that use the space the safer it will be, so a bigger green space with more utilization potential would be safer.
either the Full Linear Park (my preference) or the Half- and Half Greenway.
Emergency call boxes, like the U of MN has on campus.
Emergency kiosks
emergency phones & lights

emergency phones, regular patrol, lighting
emergency poles and well lit
Ensure that all people have access to the greenway. Police should not patrol the greenway in an overly aggressive manner.
everyone work together
Excellent lighting for evening and early morning riders. Bicycle patrol officers making neighborhood rounds. Plenty of attractive trash receptacles.
Extensive lighting, and established and regular safety repairs with cameras present.
fence it in
fences
Fences around the bike areas
Fences around the outside
fences, sign posts
follow current planners advice
frequent patrolling.
Frequent Police patrols
full greenway
Full linear park greenway or at least half & half greenway. Limited car traffic
gathering space, more people = more safe
Get rid of the ghetto people that live in that area.
Go with a full greenway option
Good LED lighting, many trash cans, different attractions along the way (playgrounds, bocce ball or horseshoe type areas, park grills, benches and picnic tables) so more people are out! The more, the safer.
good lighting *(3 respondents)*
good lighting and bike police patrols
good lighting and signage
Good lighting at night; perhaps a couple of bike-officers on patrol; access to emergency/911-direct telephones; clear signage for "bikes-only" or "one-way" areas, and clear warnings when coming upon a pedestrian crosswalk or a street. Education on wearing helmets and the fact that traffic laws apply to bicyclists (often bicyclists think they don't need to stop at stop signs/lights, etc creating an unnecessarily dangerous environment).
Good lighting throughout. Midtown greenway has portions that are un-light and are unsafe at night.
Good lighting!! Also, plenty of stuff to do at all times of day. The greenway will be safe if there are people out and about.
Good lighting, bike patrols.
Good lighting, effective winter maintenance, and wayfinding signage to get to it and from it to other bicycle and pedestrian friendly streets.
Good lighting, programming at some times, frequent access points
Good lighting.
Good lighting. Garbage cans so it doesn't get filthy
Good lighting. Occasional police boxes. Trash cans
Good lighting. Regular patrols. Well-maintained trails. Encourage business development next to route.

Good locations
Good pedestrian level lighting, strict adherence to crime prevention through environmental design (CPTED).
Good signage, traffic calming speed bumps where the greenway intersects with car crossings
Half bike trail, half road for cars
have lots of natural activity-generating spaces to make sure people own the street -- playgrounds, etc. make sure it connects useful destinations, so that people go the whole length of it. keep cars away.
have many places to call emergency people if need be..
Have signs indicating which is for bike and for walking. Away from big roads
Have volunteer patrols especially at night, similar to the Midtown Greenway's Trail Patrols. Have cameras with web access so that riders can see trail conditions, especially during the winter.
Having the route be visible and accessible to the roads helps it feel less secluded.
help/ER stations
High visibility security personnel.
I am a strong proponent of the miniature round-abouts at a few intersections in NE Minneapolis. They allow bikers to keep moving, which is essential for making biking practical, and slow traffic.
I am not sure. Even the midtown Greenway is dangerous at night, and north is way sketchier than that area when the sun goes down. Lots of community organizing and probably decently visible police.
I do not support aggressively lighted pathways, and would want lights to, at maximum, be similar to the amount of lighting that exists on the street. I think the emergency telephones with cameras (like on the Midtown Greenway) are a good addition. Also, having regular/frequent access points rather than secluded entrance areas (like the Midtown Greenway) would help make the area safer and more accessible. Neighborhood patrols.
I don't know
I don't think there really needs to be a greenway
I think it's safe, I ride all the time and I enjoy riding my bike there
I would recommend not only having and maintaining ample lighting along the greenway but also making sure that there is security that exists along the greenway. In the greenway in south Minneapolis, one of the reasons why some bicyclist don't use the greenway after hours is due to lack of patrolling after hours.
I would recommend the city and neighborhood groups facilitate the organization of a "Friends of the North Minneapolis Greenway" group that can work with Minneapolis Police to conduct volunteer citizen patrols of the Greenway in conjunction with Minneapolis Police bike patrols.
If it is beautiful, it will be used and sought after by people. That will make it safe. A street with cars is not safe.
If there is a way to separate the bike direction lanes, and have a traffic warning system for those cyclists crossing the street. Similar to the flashing yellow lights on Hwy 169 and other state roads that indicate the stop is expected for them at that time. Many cyclists will have to clip out of their pedals in order to stop safely. Conversely, it would be good to have a sensor to indicate traffic stopping for greenway traffic. that's a perfect world thing.
Include lighting and emergency phones along the route.
is it not safe already? Neighborhood watch
Is there some form of barrier in the half and half plan that would block inattentive cars that might overshoot the turn?

it should not be removed like the Midtown Greenway- it should go past houses and schools and places where people would likely be watching.
It would need to well light and patrolled or I would worry about crime on the trail
its fine
Keep bikes and cars separate. Have video and emergency buttons, keep well-lit, minimize "hiding places", don't fence in so people are not trapped, also keep area visible for safety.
Keep it well lit at night, possibly install emergency kiosks like they have on the midtown greenway.
Keep lanes visible
keep on having more camera around the cities
Keep the greenway street level to improve visibility. Extra crossing lights at intersections.
lamps/lighting, garbage cans keep it clean
Light it up like a Christmas tree, and encourage citizens to ride/walk with a firearm and a Carry Permit.
Lighted streets/ bike routes
Lighting
Lighting - Call boxes
Lighting and 24/7 police cycle patrols.
Lighting and call boxes. Full greenway would be safer than sharing with cars.
Lighting and emergency call posts.
Lighting and plowing.
lighting in key places
Lighting, alert boxes, events, nice signage and edible urban landscaping that would attract people to the park
lighting, heavy population, call bars
lighting, more bike cops
Lighting, occasional patrols by bike police and 'regular police' in cars, similar to the Midtown Greenway.
Lighting, police
LIGHTING.
Lighting. Emergency call boxes. Traffic controls that favor bike traffic (stop signs for cars at every point where they cross the path).
Lights & emergency phones - also business along it like the few that the Greenway in South currently has
Lights and phone boxes
lights pit stop
Lights!!
Lights, and as much of the trail as possible should be visible from houses and businesses nearby. Part of the Greenway in South Mpls' problem is that it is so secluded.
Lights, call buttons and good visibility. option 2 or 3 will provide more traffic in area and possibly more safety
Lights, Emergency buttons similar to the midtown greenway, no blind spots, Police bike patrols,
lights, kept tidy, clean
lights, maintenance stations (rack and tools in case of breakdown)
lights, phones (emergency) along pathway
lights, pit stops
lights/traffic crossing

Linear or half & half greenway plans. As soon as bicycles & pedestrians share the road with vehicles it becomes quite dangerous.
Lots of blue phones; well lit; designated barbecue and gathering places to make it public and well-used. Empty places are scary places.
Lots of light, open space, and ways to slow traffic down or route it around the greenway.
Lots of lighting and assurance from the city or park police that it will be patrolled on a regular basis.
lots of lighting and caution signs.
Lots of lighting and reduced foliage, i.e., less trees and nothing growing more than 3 feet high. Reduces incidence of people hiding in bushes and feels safer.
Low energy use LED Solar lighting.
Make good lighting a priority
Make it a full greenway with lights for night riding.
Make it fun
Make it only for joggers
Make it well lit and open. Make sure semaphores are large enough and plainly visible.
Make sure cyclists are separated from traffic as much as possible
Make sure it will be used! More people = more safety.
Make sure it's well lit, have emergency boxes every few blocks
make sure neighbors are engaged
Make sure there are no obstructed views - for turning vehicles, for crossing pedestrians, for greenway users in general. Installing blue phones... Regular police presence.
make sure there is lighting and police patrolling on bike or Segway
Make sure there is plenty of cool/white lighting at night. Many bike trails throughout the city can have too little lighting to ride comfortably at night.
Making things safe is the responsibility of people who live in the community.
Minimize intersections and crossings between vehicles and pedestrians or bicycles.
more adults
more bike cops
More bike mechanics
More eyes on the "street" / greenway. More development surrounding it. This also will allow more people to enjoy the benefits of park space and safe biking facilities, and keep proximate housing prices in check (which will keep areas 1/4 mile and beyond from the greenway more affordable to existing residents as well).
More lighting than the current Greenway.
More lighting, surveillance. Police. Appropriate signage. *(translated from Spanish)*
More people working on the area. Helping out our outdoor activities
more police on bikes
more so like a median between the bike path and the road
more stops and patrol
More street closures are needed. Uninterrupted flow is necessary to attract riders. Riders, or "eyes on the street," is needed for safety.
More traffic lights
night lights

No cars *(3 respondents)*
no cars - bike exclusive
No cars allowed in the greenway
No traffic
no traffic (high)
Not a bike boulevard. Separate trail to have bikes on
nothing
One police officer on every corner
Open, encourage use
Park rangers, officers on bikes, restrictions
Pedestrian scale lighting. Attempt to route through busy commercial and dense residential districts to keep eyes on the greenway.
Perhaps having patrollers on bikes?
place several call boxes and have strong police patrol
Plenty of lighting
Plenty of lighting and amenities that attract people. People = eyes = safety. Besides, the biggest danger will already be eliminated - automobiles! Be sure that where cross-streets do cross the greenway, there are appropriate markings so everyone knows what to expect.
Police *(2 respondents)*
Police bike patrol. Good lighting.
Police officers
Police on bikes
Police on bikes, community engagement and programming in cooperation with local youth-serving agencies and schools, young local adults trained and paid to patrol in groups, volunteer Trail Watch rides like on the Midtown Greenway, public art, lighting that offers a lot of lumens and is artful.
Police patrol on a regular basis
Police patrol up and down 24-7, good signs, lights, community presence like benches and parks
Potentially decorative fencing in front of homes to provide a sense of security to homeowners and prohibit pedestrians from accessing front yards.
Promote safety and being green!
Proper lighting, bluelight callboxes to use if there is any crime. Encourage the residents to patrol the route. Get residents involved, neighborhood pride goes a long way in discouraging bad behavior. Offer residents discounts on impounded bikes and locks. Make residents want to use the space. Encourage businesses (offer incentives) to open along the bike route for eating, drinking a "shop-local" stores.
Proper lighting, well maintained. Take "broken window" approach to maintenance and clean up.
protected lanes on areas with car traffic
Provider street lights and regular bike patrols in the area
Put beat cops nearby and have emergency telephones every two blocks. That will also be crucial hurdle to getting people to use trail.
Really good signage and local identity/ownership (like murals by the neighborhood associations or schools) and strong connections to the Grand Rounds AND to downtown/Cedar Lake Trail/Lake Street/midtown greenway . If people can't actually travel to useful places like their jobs, it won't help or be used. If there aren't lots of users, it won't feel safe.
regular patrol

regular presence of safety patrol so riders and community members feel safe
Regular security patrols. If people don't feel safe, they will not use it. The neighborhood the proposed greenway passes through is not known for being the safest in the city.
Remove auto access completely. Add pedestrian-scale lighting to cover the entire length of the greenways.
Restrict cars
Right-of-way (or at least controlled) crossings and intersections. My wife will not ride on streets for fear of cars. Anything that results in dedicated bikeways will expand our trail network.
security
Security is an issue, can this path be patrolled?
See #2
see above
Separate bike and pedestrian traffic from autos.
Separate bike, car, and pedestrian traffic as much as possible - the fewer intersection of them the better!
Should have all safety amenities of Midtown Greenway and others, including lighting, phones, etc.
signage, emergency hot spots with phone access/lights
Signs are clear. Education of public/neighborhood
slow down cads
Slow speed limit; clearly make bike/walking lane, have regular patrols to monitor area
Speed abatement measures for areas where bikes and cars share the road. Signage to remind drivers to be respectful of bicyclists. Enough lighting and emergency call boxes throughout.
Speed limits, no cars
Step up patrol for first couple of years or more
telephones (signs for text if you feel unsafe)
That the greenway be well lit for evening and early morning commuting by bicycle.
The city can work with the neighborhoods to designate block captains to coordinate clean-ups, safety and landscaping on the greenway. All residents fronting the greenway should be mailed literature about keeping an eye out for visitors to the greenway. Tall poles with surveillance cameras and equally spaced emergency telephones will provide an additional benefit, as well as patrols from bicycle police.
The more that protects bike lanes from car lanes the better
thoughtful treatment of intersections with cross streets. Designing it so it naturally reduces maximum bike speed
To have cameras mounted in high traffic areas
Trail watch volunteers, well lit, make sure all spaces are open no blocked spaces, bike parking areas where a person can lock up their bike and walk to the nearby businesses.
volunteer bike patrols
Well lighted for dawn/dusk/evening hours. Emergency phones. Regular police bike patrol presence. Close and short connections to parks, schools, and businesses. Do not isolate the greenway, integrate it with the neighborhoods.
well lit *(2 respondents)*
well lit, emergency call stations, add picnic and playground areas so more people are outside together
well lit, nice looking street lamps
Well marked bike lanes on the pavement and on signs.

When I lived in Berkeley, Ca, the single biggest thing that made roads safer and more accessible for bikers was having some form of road blocks every few blocks. Just having "BLVD" painted on the street and having speed bumps wasn't enough to deter traffic from using it as a thoroughfare.
yes it should be a safe space
yes, lighted trails for night
Respondents who live outside of north Minneapolis and do not visit frequently
1. lighting. 2. having a team of people that ride together like on the midtown greenway who look for suspicious activity and pick up trash
3 lanes for bikes, 3rd Lane is for kids.
A bike patrol or coalition like the one that exists for the midtown greenway on the south side of Minneapolis
A bullet proof glass tunnel with swat team members at every entrance.
A mounted patrol officer.
Abundant lighting, telephones to use in emergency situations (similar to Midtown Greenway)
Add the emergency pillars and add a police bike station on the trail. Cafés and restaurants will also make it feel more comfortable for bikers
Adequate lighting and night and possible call boxes. Bike mounted police patrols.
All over city
ample lighting
Ample lighting!!
Any of the greenway options would be an improvement.
Benches, basketball courts, small skateboard obstacles, anything to get more people out on the greenway for more eyes on the street.
Bike police, signs, good lighting
Brightly lit, security cameras, frequent Park Police patrols.
Business and residential activity at all hours. Wide boulevards with "open" or spread out green space (so that you can see around you - be aware of what's going on). Lots of lights. Bike patrols.
Cameras, call boxes and frequent police patrols.
Cameras. Community Patrols. increased fines in designated areas.
Community patrols
Community involvement (possibly neighborhood watch), regular police patrols
Decent lighting, although it should not impinge on resident's houses.
Distance from cars/traffic
Do not have isolated areas, such as the midtown greenway below the street level or the light rail above the street level.
Don't know
Don't know enough to say, at this point.
DON'T make it a "Bike Boulevard." These always end up being pretty much the same as regular streets. Painting bicycles on streets doesn't improve cyclist safety.
Don't make it on the north side.
easily connect it to destinations

Easy to get on and off for cyclists. The Midtown Greenway now has too many places where, if you encounter a dangerous situation, you are somewhat trapped in an area where sound and light do not travel well. I rarely use the Midtown Greenway at night because of this-- I feel much safer on the street where there is car traffic, businesses, and more pedestrians.
Economic activity and nightlife along the route. More people = less crime.
Effective permanent road closure devices. Winter maintenance
Eliminate vehicular traffic; separate bicycle and pedestrian traffic; implement sufficient lighting; have designated pedestrian crossings; inform people about greenways
emergency call boxes
Emergency call boxes, good lighting, good sightlines, minimal vehicle crossings.
Extra lighting, cameras, patrol
extra lighting, landscaping that does not allow "hiding spots" such as large bushes
eyes of the street, lighting and maintain open views into the greenway
fewer cars the better; like the ideas of either no cars or one way -- may not use if cars in both directions
for people to walk in
Free, Mandatory bike safety requirements, keep the area well lit and make sure everybody knows the rules. Maybe even Bike Patrols, Bike appropriate signs and have education for schools and make it part of the "Car" drivers test. See what has been done in Copenhagen, Denmark to encourage biking and do that. It works well there.
gardens, especially vegetable gardens that neighbors plant together. Gardens require tending, which means people are outside - eyes on the street.
getting the opinion/ and decisions from those who will be affected
good lighting
Good lighting and clear sight lines. Plenty of emergency call boxes. Regular bike police patrols. Community engagement.
Good lighting and commercial spaces along the route to encourage frequent pedestrian traffic.
Good lighting and local community involvement with the project.
Good lighting and sightlines, but mainly have it be used and busy.
Good lighting, cameras, Safe Zones (like they have of U of M campus - basically a place to call for help).
Good lighting, community gardens, regular police patrols, some security cameras- but focus mostly on making it nice place.
good lighting, emergency phones
Good lighting, regular patrols (perhaps by un-uniformed police).
Good lighting, security phones (like on college campuses)
Good sight lines into the park from the streets that do cross it. Good lighting, of course.
Good, pedestrian-scale lighting (decorative). Separation from automobiles as much as possible. Emergency call box stations at intervals along the greenway.
have signed property
hybrid patrols of paths to include volunteers and police
I am not familiar with general safety issues of this area, but wonder if the neighborhoods might see the space as one where criminal activity would tend to take place.
I strongly recommend that it is changed to a Full Linear-Park Greenway to ensure safety for everyone.
I strongly support the "full linear park" design.
I would defer to local residents with regard to the mix of street traffic and parking.

Illumination during night hours would increase safety for cyclists and pedestrians using the greenway after dark.
increase bike patrols
Increase bike police patrols.
Intersections are key and informing drivers of changes. Plantings in green areas need to be well thought out.
Just keeping vehicles separated for cycle and pedestrians.
keep rowdy kids of them
Lighting *(3 respondents)*
Lighting and call boxes. Also, consider allowing small shops on/near the greenway. For example, I really like having Freewheel on the Midtown Greenway---it's nice to know that as a biker I have a place to stop that can fix my bike/ inflate tires/ get drinking water/ go to the bathroom. Also, lanes, like the Midtown Greenway, for bikers and for people who are walking.
Lighting at night.
lighting, call boxes, active neighbors, periodic patrols
lighting, non-residential uses to attract people
lighting, patrols
Lighting. Places to sit. PEOPLE!
Lights *(4 respondents)*
lights, cameras, and places to dial for emergency personnel
Lights, neighborhood monitors who can report suspicious activity, lots of beauty.
Lights, separation from cars, easy access, clear sight lines at intersections with roads
Lights.
Lots of access from front yards of homes, businesses, auto traffic. Do not put in a trench or dedicate entirely to bike traffic.
lots of bike friendly sidewalk cades along the way
Lots of decorative lights and emergency call boxes.
lots of lighting (that does not disturb bird migration), each block having one of those stations for contacting emergency services, maybe included with a station to pump up a tire or tighten loose parts, cameras that work at night and an easy way to access footage in case of crime. Having it in a neighborhood where neighbors are often outside working in the garden or just enjoying the weather.
Lots of lights and emergency phones like on the Midtown Greenway, and bike patrols or volunteers riding the path after dark.
lots of the emergency blue buttons, lots of cameras monitored by the police, maybe close it at dusk -- or hideously bright lighting
Maintain a well-lit corridors, much like the Uptown segments of the Greenway trail. Keep trail maintained in winter to encourage a stronger bike presence throughout the year. The busier the commuter traffic, the safer the trail will be.
make stop signs at all intersections for the cars only. you might even want to devise traffic lights that would be suitable for bike and car intersection traffic
Make sure there are police patrols and cameras and not like the central part of Midtown Greenway where you are kind of trapped by the tunnel-like route.
Make the greenway clear
Minneapolis Police Department cameras. Good lighting. Plowed and well maintained in all seasons

more bike cops
More cameras
More inviting for people - more eyes on the street - fewer problems.
More police
more volunteer work
move it out of North Mpls
Night patrols, blue box phones
No gangs
No hazards, bugs, animals
nothing
Organize neighborhood watch/citizen patrol groups, emergency call boxes
patrols
people that drive
People watching it. Like one of those safe watch houses
People, lighting, police
physical = good lighting, emergency call stations, police cameras philosophical = involve community members in the planning and work so there's pride and it's used and preserved
Plenty of lighting and emergency phones. Maximize visibility of the space to surrounding homes, streets, businesses.
Plenty of lighting, open views, call boxes around
police bike patrol
Police bike/walk patrols (side benefit - more interactions with the community)
Police patrol
Police patrols on bicycles.
Presence of lots of people using it as intended. Police and community elders present. Little vehicle traffic.
Railings and signs
Resident engagement & resident support, including youth - all residents, not just the loudest voices + racial diversity and opinions
Safety call boxes, entry and exit points, strong lighting
Safety lights. Citizens watch to patrol the greenway (similar to Midtown greenway).
safety patrols, police patrols on bike-maybe cars but they shouldn't be arrogant when on the Greenway because people on bikes aren't expecting cars on the greenway/so as long as they're respectful, well lit, have emergency call boxes readily available. Used the Midtown Greenway as a model of what to do.
Same things the Midtown has: cameras, lighting (very important) and emergency buttons.
See previous answer. I don't have a clue as to how to achieve it.
Significant lighting improvements, with police call boxes on each block, or every other block. I live near the midtown greenway and would never bike on there at night due to the low light and hiding places under the bridges.
some sort of neighborhood watch program
strong community involvement, ownership by all
strong snow plowing and winter maintenance plan. lighting.

Take full advantage of technology. LED lighting, HD security cameras and high traffic locations, sensors and signals and intersections and crossings, etc.
The "full" or "half & half" options make the greenway safest for bikers and add the most value to adjacent properties. Bicycle boulevards provide only very modest improvements in safety and add little to nothing to the value of adjacent properties.
The "half and half" greenway concept seems most desirable from my perspective. I live in Uptown on a street that isn't continuous, as proposed in the half and half concept. It reduces vehicular traffic, and even without a separate bike lane, it is a great street for bicycling. The bike boulevard concept has also been implemented in my neighborhood, and from my experience it is confusing to drivers, especially in the winter when pavement markings are hard to see, which is dangerous for bicyclists.
The most effective way to make the greenway safe is to remove motor vehicles, which are by far the largest source of injury and property loss in Minneapolis. If you mean "feel safe", the best way is to increase activity. The Park Board should be engaged immediately as to programming possibilities and the design features required to support them. The Greenway should be considered a corridor for the purposes of Minneapolis' Corridor Housing program, so density and the eyes on the street that go along with it can be focused along the greenway.
the proposed project doesn't appear to have any unsafe consequences
Things to do (quiet things, because it's a residential street), so that there are other people out there when I'm out there. That's pretty vague, sorry.
Those blue call police buttons seem to work ok but have long response times.
volunteers patrolling
Walking police, lights, cameras
well lit
Well lit space with storefronts or house fronts oriented toward the greenway. No recessed tunnel like areas that are on the midtown greenway.
Well lit, well patrolled, call boxes, community events/support around the trail so it is a part of something rather than dismissed/relegated.
well lit. barrier to separate cars from bike lane
where people know if they want to ride bikes they can with no problem
You would need patrols on this. That part of the city isn't safe at all, as you know.
A few cameras here and there
allow community to develop safe pace
beautiful women
bringing youth together
Camera, more lights at night
Cameras and light
cameras, community volunteer bike patrols, mpls police bike patrols, make the path accessible to mpls police patrol cars.
Check for pot holes or other obstructions
Cut some trees down
Do not tax assessments on the property owners.
don't cut of people property because some people might be very mad
Efficient lighting, water spots (hydration)
Emergency

Emergency, bathroom
Equipment
Fence
fences
Fences around the greenway
few cars and walking frilly
follow procedure
Good parking
Have fence Why would we have a greenway?
Have fences
Have lots of cameras place around the greenway
Have security ride bikes or segways around the greenway
Having fences!
Having lights outside to see at night
Having security cameras *(3 respondents)*
Helmets
I don't like the greenway
I really don't think it’s going to work
I would like to put more security and cameras
if everyone understand the greenway make it accessible for disabled people
if people have areas to be peaceful and calm, it will influence their behavior
In Mpls
it already is
It ok for me
light at night
Light at night, emergency
Lighting, "eyes on the street"
lighting, 911 boxes, police guarding activities exercise?
Lights
likes the nature part, it's ok
Lots of lights
lots of lights and police patrol
lots of lights, emergency boxes
Lots of lights, visibility.
make events for the youth all age
Make sure you wear knee pads and a helmet
make the whole street a greenway
more biking area
more cops
More police *(3 respondents)*
more police officer walking around

More safe streets
more security
No parking spots and speed limits
no stilling them?
nothing
Patrol?
Plants
Police
Police patrol
put it in more in north
put the bike trails where no cars ride by
Put up some signoff rules
safe lighting
safer for children
Salesmen
Saving water, save lives and save the world. By reducing the numbers of intersections, safety also requires good sight lines and adequate path widths for bikes and pedestrians
Security, parking
Sg
Stay together as a group
Street lights
To clean up
To walk
Trash cans
Trash cans, recycling bins etc
Violence *(3 respondents)*
volunteer riders
want security camera *(2 respondents)*
we should probably put a thing that cost 10 cents for everyone there
well lighted
well lit
Yes I would
yes, security camera

Question 4: What other information do you want to know about the greenway project?

Respondents who live on the proposed route:
a safe place for the kids to play
affects our property taxes, any increases
Aimed funding strategy
all good, let's do this.
Are there any property tax assessments to homeowners on the greenway? Property tax increases? If so, I vote "No."
are they going to raise rent on route?
can't understand concept
Completion date
Cost
Cost and projected construction time. Temp and noise
costs? Property taxes, do we have input
Do residents really have the ability to offer feedback that is valued by the Minneapolis leadership? It seems we responded to a survey in 2011 and 2013 with the majority of people choosing to keep the route straight down Humboldt and the proposal keeps changing to Irving. It makes the residents feel like they truly don't have a voice and Minneapolis leadership will make whatever decision they're going to make.
don't want the greenway!!!
extend
for kids
funding sources
garbage cans? Litter is a cancer
grant funds available?
how did it start?
How is this going to be funded? This is going to be millions of dollars and I am not paying for something I don't want.
how long
How long before it's done
How many trails?
how many years away is this to happen
How much it would cost for a homeowner, if there would be an agreement if unable to afford, such as deducting from my yearly tax return or 0% financing or extremely low financing. I think that is what most people are worried or angry about, the upfront cost of the project, but in the end it will make their property values go up and the neighborhood better...it's a win-win. I think we will all benefit from more green space in North Minneapolis!!
how much would the house value go up?
How soon can it be completed!
How soon is going to build it happen
how soon will it happen
How soon?

how space is maintained
how was it started
How will it affect value?
how will it impact property, who pays the costs of property adjustments? Who maintains? Does it change property lines?
How will the greenway affect homeowners
How will this project be funded? As a homeowner with a home on the direct path of this route, I want to know if assessments in massive amounts will be placed back on the homeowners that may not be able to afford a large increase in taxes / assessments.
How will utility companies get in to the pipes, etc. if needed
how would taxes be impacted, cost of project
How would you deal with school buses? Especially considering North High School is in the proposed "no car" zone. My special needs child currently gets curb-to-curb busing. This would not be possible under the proposed plan
I do not know any
I hear plans have changed for parking area for visitor etc. What about handicap or elderly people? I think it's a nice idea but don't think you're thinking about home owners and the inconvenience of full greenway.
I want to know exactly how much this is going to cost residents and how this will impact those of us who own houses along the proposed route. As far as I can tell there are no specifics provided to us homeowners. I would also like to know how this is going to be maintained in the winter months. Will the city plow snow or are residents responsible for the path that goes in front of their home.
I want to know that it will NOT happen.
I want to know when upcoming community input meetings are scheduled and be informed as the project progresses.
I would like to know exactly how the greenway is to be paid for as I am against assessments to people who are struggling to pay their mortgages as it is.
If anyone on the planning board actually lives in the proposed neighborhoods.
If I chose Irving Ave. N. south from 36th Ave. N. to 30th Ave. N. (full "linear park" greenway) Would I have access to the alley from both ends of the block?
If there is no parking on the greenway how would people move in or out? Blocking the alley with a big truck for hours isn't an option. The city would have to step up the snow removal for our alley as it isn't plowed until the 2nd or 3rd day. Personally, I would rather the funding go to more police protection.
If we lose parking or not
I'll want to see how it impacts my properties *[List of addresses removed to maintain respondent privacy.]*
impact on home value/selling potential/taxes, winter - how would alleys be maintained? Parking plan?
info more
I've already heard people at work complaining about having to pay for a bike path on the Northside. Maybe compiling some numbers about potential funding sources would be a good idea. How much has been invested in other areas of the Minneapolis compared to the expected cost associated with this project?
keep up on meetings
keep updated with new info
more info about timeline
more info in general, first time hearing about it

n/a when is it going to happen
How will it affect property value?
none go away
None- leave our street alone
none, go away
Not a lot, but it sounds great!
not much. just want to know when it might be started to be built?
Nothing right now or is it free?
Nothing, more needed
nothing, we don't need it!
parking strategies?
proof that houses aren't removed, worried about homes torn down
property owner costs
property values, costs
Proposed start date if any.
purpose
safety biggest concern, crime on other bikeways is an issue, so be careful of that
Since a lot of lots in North Minneapolis are small and don't have much alley parking, I'd like to know what will be done to provide additional parking options on vacant city-owned lots and at intersections? Many of my neighbors have said they would support this project completely if they had those concerns addressed.
sounds like a good idea
That it has been cancelled.
There are residents who would be forced out of their homes if tax assessments were imposed for this project.
time of meetings
Timeline *(6 respondents)*
timeline? Assessment? cost? funding? Property value?
timeline? Debating full or half and half. No assessment?
updates from meetings
wants to be able to park 1-way
what about the disability?
what are the chances of this actually happening?
What are the outreach effort?
What is the cost to the property owners?
what is the most likely scenario for implementation?
What is the next project? *(translated from Spanish)*
What is the timeframe under consideration? When and how will the "to be determined" portions of the route be determined (and what is the process for public input)? How can we advocate for approval of the plan?
what other options are there besides stopping all traffic?
What would it do for home values located in Humboldt Ave, where would homeowners and guests park and would those options be safe.

what's it going to take, crime rates, property values, parking care for elderly that live in area
what's the timeline
What's the timeline?
when
When do the cameras arrive? *(translated from Spanish)*
When do you anticipate making a decision between the three alternatives? Also, is it fairly sure this Greenway will go forward? What stage are you at in the realization of this project?
when is it up. Meetings
When its going to happen
when it's gone start?
when the city plans on construction
When when when
when will it be built
When will it be done?
when will it happen
When will it proceed? We are so excited!!
When will it start.
When!?!
when/how is it progressing - timelines, keeping residents updated
where did this idea come from? Parking plan?
Where is the funding coming from and when is this being built, in the near future or decades from 2014? In stages or over a 1-3 year period?
Where it is
where the cars
Where will the funding for the project come from?
where would it be?
Where would our visitors park?
Whether homeowners along the route would face an assessment for improvements, and if property values should eventually rise due to the greenway, whether resulting tax increases can be delayed. Also, if lots are vacant along the greenway, would they still be eligible for new home construction.
Who is behind the push to make Irving Avenue, between 41st & 42nd Avenues a street with painted lines, limited parking and stripped of half of its decades old oak trees? Who benefits from this? Certainly not the residents on that block.
who maintains greenway? Property value impact?
Who maintains the greenway space in regards to litter/trash removal, etc.?
Who pays for it? Who plows it in the winter and maintains the green space in the summer?
who will do maintenance, prevent crime, prevent loitering?
Why did they do this?
Why do you want to put this in but currently there are not any problems with Humboldt avenue?
Why haven't you updated the maps you use to promote this concept?
Why why why
why you want to put this in to begin with

Will it cost me money?
would be people still be in their houses?
You state that two of the options will cause parking issues for residents. Will property owners lose any of their property to this? For example you show the Milwaukee Ave. as an example. Am I going to have a walkway right up to my front door? How will our property value change?
Your maps don't reflect the true alignment of the streets present in our communities.
Respondents who live within 1 block of the proposed route or on a route alternative
a lot
Any meetings within the community
Are the people planning this project actual residence of the affected streets? Easy to plan a project when one is not directly impacted. Just saying....
are they going to repave some of the bumpy streets?
Because I now know, this is good. *(translated from Hmong)*
beneficial for those who don't have transportation
Brochure
Can I get in on the contract to design and construct? Creating a young adult / at risk citizens impunity to construct through our organization / And congregants. *[Organization names removed to protect respondent privacy.]*
can we do it soon? We need it
Completion date
cost of project and scope
cost to residents
Cost, time line and next steps involved to make this project a reality.
everything
Everything - What houses if any would be affected?
explained well
funding for project
half and half design
have none
How are the property owners effected by all this?
how do you serve on steering committee?
How long does it actually take to see the final transformation?
How long to execute?
How long will the construction take? What streets will they close? *(translated from Spanish)*
How many lanes?
How much $ do you need or petitional votes?
How much will it cost or do we pay money?
How soon? *(2 respondents)*
how will it impact the community
How will this effect housing in the area? I am a resident on 17th and Girard. More communication to residents would be good.
How?

I drive to work in Brooklyn Park I use 44th street or the Victory to connect to Osseo Road to connect to Brooklyn Blvd. how will this affect my daily commute? How will it affect my neighborhood I live on 43rd and Humboldt we do not live far from the Victory Drive, Webber park and trails along the Shingle Creek and Mississippi river also we are only across the railroad tracks from the Humboldt Greenway. If I am not mistaken that is a lot of trail and park area near our neighborhood. Also, will it affect bus service many of my neighbors use the bus to get to work or school.
I want to know step by step what is going on
I'd like to see evidence that the Greenway project is integrated with other parts of the long-term North Minneapolis community plans. I think this kind of integration will draw increasing support and energy from other stakeholders in the community and will help get more people on board. Specifically I'd like to see the Greenway project connect with the Webber Park pool project, the Webber Library Project, and the RiverFirst initiative(s). The time is NOW to put the visions together!
If it does go in front of our house... will they be doing Sewer upgrades at the same time?
If there are any taxes added to the community to have this or make this
If this is approved, when will this be completed?
info more
is the city making the decision to move forward and engaging the community to bypass regulations
Is this going to increase traffic on 45th Avenue by Humboldt? People already go way too fast on this street. Can the building between 45th and 44th on Humboldt be used as part of the greenway project? Its vacant and an eyesore, It would be nice to use this property for something useful.
Likelihood of project coming to fruition, and proposed time line.
maps of where it will be
mini parking lots with assigned parking
more info all together
more of the community
more patrol would be safer without long response times, lighting for security
No I have read about it
none, I was well informed
Not much… what are they going to do with all the houses that have to be torn down to build it?
Parking
Personally we have plenty of off street parking available, but I a cannot picture where or how that issue would be resolved without removing a home on each block. (Although there certainly are some problem homes that we would be happy to see removed!) Who and how will the property be maintained. We already see a great amount of garbage in the neighborhood. Most of us pick up garbage about every other day in my immediate block.
police presence address problems to charge neighborhood, quick response
progress!
Proposed safety plans to deal with my fellow residents tendency to walk down the middle of the street as opposed to the sidewalk, whether they are doing so out of concern for their physical safety or not.
Redo plan
Reserved parking for blocks affected, permit
That is unfundable
That it won't happen - too many families daily lives will be interrupted for something that is unnecessary
that they are everywhere but over north

The time frame of construction. Will homeowners along Gway be assessed?
There are others I like
There are so few people using bicycles in our area, that it irresponsible to eliminate parking and cause confusion on the residential streets. Let them use the alley if they want to use an open roadway. You people keep on beating a dead horse till you get your way.
Timeline
Timeline for proposed completion
Up to date stuff
What is it for? What will it solve?
what is the greenway exactly and what will it change around the neighborhood…
What ongoing maintenance will be budgeted for the greenway in the years after it is implemented? For example, snow plowing, mowing, landscaping, trash pick-up, security lighting, police patrols, and etc.
when do it start
when is the estimated completion date?
when will is start/be done
When will it happen?
When?
When?!
where would bike/ped trails be exactly on street if reconfigured?
Which option will be built and where the funds will come from.
who cleans it?
Who does it affect?
Who does the plowing? City does lousy job on bike blvds.
Who in the hell decided to move it off Humboldt in the first place. And don't tell me it was the traffic engineers because they get blamed for everything.
who's idea was this? It's a horrible idea!
Why 2014?
Why are they wanting to put one through here>
Why are you pushing this project when it will inconvenience so many people. More than will benefit. There are other places to bike including the river road, which is much more beautiful and only a few blocks East.
why do they want the greenway project so badly?
Why It was moved off of Humboldt Ave. The city made Humboldt Ave a de facto traffic street when it made Fremont one way north of Lowry. Traffic constantly by passes this area and runs up and down Humboldt. One of these days a kid in our neighborhood is going to get run down because of the high speeds and low visibility along this route and the city traffic engineers and planners of the greenway can all deny that their street and traffic plans had anything else to do with it.
will taxes increase?
will there be updates to business along the route, money available to improve current business and add additional small business to bring income into the community.
would like more info in general
Respondents who live within two to four blocks of the proposed route
Any updates to the progress are always welcome.

as much as possible
Can I join?
can we walk for exercise?
Can you build more?
Clean are they want
clear location
Community gardening!
Contact info
Continuous information on progress
Cost to taxpayers
Cost to taxpayers. We are already overtaxed in Minneapolis, with little resources given back to the neighborhoods.
Cost, effect on Minneapolis taxes
Cost, when
cost??
crime punishments?
Decision + progress
details
Does it have to be now?
Don't know
Don't need anything else
Everything perfect
Everything! Wish it was being built on my street (Knox).
Expected cost?
Funding?? Tax increases for neighbors only??
How can I help?
how expensive would the project be?
How is this going to benefit our neighborhood
How it impacts car traffic flow + Residents on the path
How it integrates with the other proposed transportation changes in North Minneapolis, such as the LRT and the street car lines.
how long can it stretch? Can it go all the way to St. Paul and other cities too?
How long it will take
How long until they get done building it?
how long will it expands
how long will it take to do it
how long will it take to get it done?
how long will it take?
How long would it take to build
How long would it take to make it?
How many in Min
How much might it cost?

How much total will this cost. Let's apply the money to tearing down old outdated inefficient housing.
How much will it cost me?
How soon can it get done. We are in dire need of improvements in N Minneapolis, the Penn Ave Redevelopment Project, Praxis Foods, and the green home building initiatives seem to be going very slow or not at all.
How soon can you have this thing ready to ride?!
How soon will construction start?
How soon?
How will it tie into the library
How will they get money to build it?
How will this affect traffic? House values?
How will this help us in N. Mpls?
How would it help?
I just don't like the idea of it
I know that a lot of community still does not understand the project and they are opposed to it because the engagement has been very poor and very shoddy, I think that there needs to be more publicity about the project like articles/letters to the editor in Insight news, focus groups and street surveys at North Point Health and Wellness as well as the Minneapolis Urban League. Also, include Minneapolis Public schools as a communication tool. Online information simply does not cut it. It would be helpful to have a mass mailing done as an insert to the Minneapolis Water bills, engage NCR and all neighborhood groups in the publicity and engagement of residents regarding the green way
I think it’s stupid
I think the people who live along the proposed greenway should have the final say - not city officials who don't live in North Minneapolis and won't be effected by it.
I want to know when they're going to build it
I would like to know what made them decide to build a greenway
If it'll be safe environment and will it help improve the community? Will there be detours around?
If there will be officer for protection
Info packet
Its good
Everything! *[Email address removed to respect respondent privacy.]*
Minimize car traffic when possible.
Money. How much will this cost?
More
More parking
My opinion is that a greenway project would be to dang expensive, you could accomplish the same thing without closing off traffic on the street.
Need more reading on it
Need to look in to it more
New plan + place
No more info
no other info; just keep reporting in the Camden News
none . Wife works for park district

none, I disagree
None, no greenway should be built
Nothing waste of time
Possible time line.
Renderings of what it may look like.
Same as above
signatures of residents
Speed limit
The expected time frame for completion.
The impact on back alley snow removal, street snow removal, for both adjacent streets, vandalism etc.
The maps should have been provided & more info
They're not everywhere
Time it take!
Time line
Time line for actual construction.
Time of completion
timeline for future build out/further consideration
Timelines to finish the project
Timing *(3 respondents)*
traffic flow changes would be useful to know. What are the route changes on the one way streets
What action will they take about those who do not respect the streets? *(translated from Spanish)*
What are benefits
What are the benefits
what are you trying to fix like what place
what happened to the river first trail up the river to Camden is that still going to happen?
what is it for?
What is it going to cost and who going to pay?
what is it?
what is the estimate of the cost
what is the process for inclusion for the disenfranchisement?
What streets will be closed?
Wants to know all about it
when
When build it
when will be available
When will it begin?
When will it happen? *(2 respondents)*
When will it start?
When will the project will begin and end? *(translated from Spanish)*
When will the project start?
When will they build it?

When would it be built?
when, where, how & why?
When? *(5 respondents)*
Where does this exactly effect?
Where exactly does this effect?
Where it connects to other greenways, but I may just need to read the information closer
Where the money is coming from and how it could be better used for the community.
Where will residents like me park our cars?
Where will the money for such a large project be realized. Will this increase the taxes to such an extent that the majority of homeowners will not be able to continue to afford their homes. Could this be planned with possible expansion in mind.
which area is going to get fixed
who is it really made for?
Who is paying?
Who will pay for it? Timeline?
why do you want the greenway so badly? *(2 respondents)*
Why isn't McKinley Community included in this? If you take out a street how much traffic pressure is it going to put on surrounding n'hood streets and what traffic calming will be implemented to alleviate the increased vehicles and speed?
Will affect not use
Will it affect traffic?
Will it support commuting only or include green space/ gather? What will happen with homes/parking along Irving?
Will there be land bought and homes town down? If so, can those homes be "recycled" given away for $1 if moved or have companies come in to strip them of any and all things that can be re-used. Let's not fill our landfill's to make this happen.
Will they hire people of color?
Will we vote on it?
Will each homeowner, along the route, have to pay?
Respondents who live elsewhere in north Minneapolis
18 blocks away there is a gorgeous parkway/greenway. 18 blocks is, what, 10 minutes on a bicycle? Why do you want to block MORE homeowners from access to their homes when there is already foot traffic, bike traffic and a parkway within access of every resident in North Minneapolis?
any available *(2 respondents)*
Any plans of expansion to my neighborhood (McKinley) which is lacking such amenities?
Anything
Are there any porta-potties on the greenway?
as much as possible
be sure to have trash cans along the way!
Brochures
Can we get one on Polk set? :)
Can't think of anything right now.
consider another storm water pond near Jordan park, with bike trail along side

Cost *(2 respondents)*
Cost, setup and projected maintenance.
Developments
do they put a pool in the park?
Do we pay?
Does this survey help to improve better?
Don't want to hear about.
Everything *(3 respondents)*
Finish project
From point to point, how far is it?
How about using the funds for something that truly will impact the community? Like drawing in a committed, stable and revenue-generating employer who won't give up when the going gets tough; one that can work with the existing North Side dynamic and produce, not just jobs for now, but for generations to come. We need and want sustainability, not greenways.
How are the neighboring houses affected? Can it increase their property values?
How can I help?
How can I volunteer to help?
How can it be chemical free?
How can we make our city officials concentrate on stopping crime instead?
How did it all start?
how does it cross major streets? Dowling, Lowry? will there be stop lights?
How is a "partial intersection closure" done? Is the installation of the greenway likely to impact the existence of nearby bike lanes on Fremont and Emerson in any way?
How is it getting funded?
How is it going to be funded? I don't for one second believe all funding is going to come from Blue Cross. That the city is being evasive indicates to me the answer will be special assessments and business taxes. If that's the plan, be forthright so people can decide whether the return is worth the investment.
How it is going to affect property taxes for individuals near the greenway.
How long is it
How long is process?
How long is the trail?
How long will it take to finish?
how long will it take?
How long will it take? Will the property value of the houses go up?
How many people are aboard
How much do it cost
how much does it cost
How much does it cost?
How much money will it take to build?
How much will it cost to build and when are they going to build it?
How much will it cost?
How safe is it for children?

How safe it will be
How they will make the changes
How to continue input
How will it be funded? How well supported is it by individuals who live in the immediate neighborhood?
how will it connect to other public transit along the way?
How will this be good for the community?
I am up to date.
I am very supportive of the idea of making the North Minneapolis Greenway, but I do not know enough about that area of North Minneapolis to make any recommendations.
I don't know nothing else
I know that it is nice place to be
I simply want the stupid, stupid idea to GO AWAY! There is NOTHING good about it.
I want to know what "Partial Intersection Closure" means, because it affects major streets such as Lowry Ave. How would these streets be changed, and how can we be confident that traffic won't be disrupted because of this project?
I want to know what other community members think about the project, especially those who live in the area. I also want to understand who anticipates or sees the green way as something for them, verses something for white male bike commuters. This project needs to be supported by all kinds of people and have ownership in the community by all kids of bikers and pedestrians. People need to see, trust and have impute to be able to know and see that this is for them and not to push out people of color and poor people through gentrification.
I want to understand better why this route was chosen
I will like to know what is the purpose of the project
I would like to see "cross sections" of the three possible types: full greenway, half & half, and bike blvd. If I was looking south down the street, what would I see? How would the 35 ft. or roadway be allocated for sidewalk. grass blvd, bike trail, parking, and vehicle lane(s).
I'd like to be on an email list or other method of regular communication about the project.
If approved, what would the construction timeline be?
If one needs access to the front of their house (construction work, appliance delivery, etc) how will that be handled? If a resident is handicapped and can only enter thru the front, what then?
if people would be able to perform in the space
Is it going to raise taxes? Who pays for it?
is it gonna be cool?
Is there any thought about getting good places to eat along the greenway
it will reduce the value of me living near FT
Just that it will not be done.
Keeping MPLS a clean place
Location
looking forward for a brighter, cleaner and safer north Minneapolis.
Meetings
More
More advertisement
More details in the community gardens and spaces; where they are planned.

more details on how will impact traffic relationship to light rail
more info on how it could be accessible to people
More police *(2 respondents)*
more social media and info
My comments don't necessarily fit into these categories -- however, I'm going to say them here. 1. I think that this is an exciting project for the Northside. Thank you for including it in your plans. In a dream world, Plan A would be really cool, however, Plan B would probably be more practical. 2. This is a high-crime area. I'd like to see your plan on how to mitigate crime and how these types of projects affect crime. I'd like to see other examples of these projects in other high-crime areas. 3. Parking will be a big issue. In Plan A, at this point, I can't see any homeowner in their right mind asking guests to walk a block through a high-crime area to get to their home. Parking for Milwaukee Ave. is a pain in the butt. 4. Who will maintain the extra green space? In an area of foreclosures, substandard rentals and absentee landlords, it's hard enough to get people to keep up the current yards/boulevards. Litter in my Northside neighborhood is atrocious, and I live in a "better" part (Victory). 5. How has the 37th St. N. been accepted by the neighbors/community? What are some "lessons learned" in that project? 6. The south end of the route starts/ends in an especially high-crime area. There should be a provision for that. Someone not familiar with the area, heading south, would be dumped out into a high-crime area. I think that final connection to downtown or the River is vital. 7. What are the plans to make sure this project will succeed with its goals? What will be done for sustainability in the next 3, 5 or 10 years. 8. Don't cheap out on materials for any bike path. It's disheartening and a waste of money to see bike lanes deteriorate quickly. Use quality materials that are made for a Minnesota and urban environment.
My only concern is the cost, North Mpls has many low income housing and if home owners have to pay for this then I would have to say I do not support it. This is a luxury I would love to have in the neighborhood and I would want it to create a financial burden on home owners such a myself. I'm hoping there is a grant out there to cover the costs.
No greenway
None to this project directly, but anyone thinking of an east-west connection from the Mississippi to Theo Wirth?
Now can we do it our self
Park
Price and funding. Also, how would ambulances, police, and other emergency vehicles access these homes if it was a full greenway?
Progress
Projected timeline.
Sexy bikers?
That it’s very beneficial. I'm very much up for it
the city doesn't do the work of taking care of parks; who is doing all the environmental care needed? you can't put that back on the MPRB
The greenway is a good idea for the neighborhood and community. The majority of the Hmong will spend their time walking in the parks and around lakes anyway. *(translated from Hmong)*
The style of greenway proposed, prefer the middle option
this is the ghetto, so people probably won't use it as much anyways
time frame when it is connects to other bike paths like going to the farmer markets and downtown then the usage on the north greenway will go up with commuters.
Timeline *(3 respondents)*

Timing and cost. Who's paying. Who gets to vote on implementing.
Updates *(2 respondents)*
We don't need to create more disadvantages to those renters who don't have a garage. Renters don't want to increase their inconvenience is walking a longer distance to get to their cars. This would only create more problems for renters. What about seniors needing Metro Mobility assistance at their doors? There are many handicapped people in our communities, who need easy access to the street.
We still have work to do!
What actions will be taken to encourage more female bikers
What are the alternatives to the ideas presented so far.
What are the future plans for connecting the north Minneapolis greenway to the rest of the city?
What are the long term goals to connect to downtown.
What do they do?
What elements are in place to assure that this project progresses and maintains momentum until completion?
What is greenway
what is it? Why are we doing it?
What percent6age of local, 55411, 55412 residents will be hired to build the project?
What plans to connect with other paths (looks like it might just end at Plymouth Ave)....
What positive impact for affordable housing.
what would be the next phase of this project?
What year will this start?
When can we start building this and what happened to the 26th Avenue bike boulevard?
When can work begin, and how soon might it open? How will crossings at major streets like Dowling and Lowry be handled?
When is it going to be built?
when is it gonna be done
when is this occurring?
When it is going to be completed
When it's gonna happen!
When the greenway project will do
when will be in ?
When will construction start?
when will it be ready
When will it go in effect?
When will it happen?
when will this happen?
When will this occur?
When will this start and what could benefit out of this?
When will you build it?
When would this be done?
When would this begin to happen?
When? *(2 respondents)*

When? How?
Where are people that live on the street going to park?
Where did it start from?
where did you get the idea
Where does it start?
Where is it located and what funds it?
Where is it?
Where the routes will are MCE rules be available
where will the bike lanes be located?
Where's the money coming from?
who came up with this greenway idea
who created it
Who is participation
Who pays
Who thought of the idea of putting a greenway in Minneapolis?
Who/ number support it!
Who's paying for this with money? North side will pay for it if Penn is removed
why are you building it
Why bother
Why is everyone on the greenway project? What about some other resource that needed
why is it just not proposing it, why didn't they do em all at the same time
Why is there another bike trail being planned when there is already a 'greenway" that runs parallel to this trail 13 blocks...not even a 10 minute bike ride...away from it? Why are you interested in further decreasing the value of housing along this proposed trail by limiting parking for all the property located on this trail?
Why is there going to be a change in the way it is?
Why the city is building this
Why this street? Shouldn't the city think about making Lyndale, since it is the only full north south road in the city as a super nice boulevard. Make it 25mph, and widen it.
Will there be both walking and biking lanes
Will it assess residents or will it find its own funding?
Will the greenway be maintained throughout the winter?
Will this be built in my lifetime?
Won't it make it harder for cars to go places? What are all the things usually involved in a greenway?
Respondents who live outside of north Minneapolis but visit frequently
$ cost
A better, more interactive map would be useful. Very hard to see.
about the progress and anything that is deemed important concerning construction
All
all data
all that there is - I'm new

Be sure to have good signage that would direct people using the greenway to nearby businesses - this will increase its utility for everyday non-motorized transportation, instead of just recreation.
benefits
Can we rent a space to plant a flower garden or donate benches, chairs, etc?
Cost
Cost/Benefit Analysis
cost?
Costs for each design, data on projected bike/pedestrian users of the trail.
Do people living directly on the proposed route support the idea? What happens to property values and taxes near green ways like this?
everything
Everything. What other trails does it link up to? How can I use this to commute to downtown Minneapolis?
Future plans for connection of the greenway project with other bicycle trails in Minneapolis. Also, the route should be considered in the context of the Bottineau transportation corridor. Before committing to this project, the Bottineau corridor needs to be put into the plan.
Get it done
Has the project team communicated with local stakeholders like the Boys & Girls Club that is along or close to the proposed route? It would be nice to organize community partners or hear their opinions.
Has this been done in other cities? If so where? It would be nice to see examples of other American cities where this has been done.
have access online for info
How can I support?
how do the direct neighbors feel about it?
how do you join?
How far will it stretch
how far?
How is greenway going to be financed, increased property taxes?
how long can it stretch? Can it go all the way to St. Paul and other cities too?
how long do you think it would take?
how long is the trail, when will it be ready
How long?
How much it cost
How soon can you make it happen
How will it be funded?
How will homes on the greenway retain their value, and how will homeowners be accommodated so that they have excellent access to their homes via the alleys. How are they assured that they are safe if there is an emergency or fire? How are seniors who need ramps going to be accommodated
How will this affect property values for homeowners? Who is going to be inconvenienced by this? Who is going to receive the most benefit from these projects? Are you going to also increase access to bicycles for residents near this greenway?
How will this greenway help NE residents in leisure and transportation, for example, connecting it to the bike path on Plymouth bridge.

How will this impact bus routes and bus route access? How many people within a half mile of the proposed greenway drive a car on the regular vs take a bus? How well will the greenway be plowed in terms of prioritizing?
how youth will be involved
I am very interested to know when this project might have a chance of being discussed at the city council and implemented?
I really haven't heard much about it
I think talking more about the pedestrian/cycling access to schools is a major selling point for this project. Providing safe, healthy access for our school children is a key component of the transportation system and this will go a long way toward achieving this goal.
I understand that there is also a proposal out there to connect Northside and NE with a greenway that would follow the old rail bridge over the Mississippi near 16th Ave NE. Of course, we would have to slug it out with the railroad, but I think this is a great proposal and would be a lovely exit on the Northside greenway.
I'd be interested in hearing what impact the greenway would have on local residents
If taxes will go up. When would it begin? *(translated from Spanish)*
If they reached out to everyone yet
Impact on traffic patterns, does this force cars into residential neighborhoods.
important questions already answered
Internet, news
involve Courage Center - it's nearby
is it for everyone?
Is there bad this because of it? What are the cons
is this intended for local resident use or is it envisioned to be part of the greater network of Minneapolis trails?
It's so important that the people impacted by construction are aware and at least somewhat on board. I'd like to be updated about how that is going.
just want to check out, no info needed
launch date
Make sure there's plenty of community input.
None, I'm satisfied
none, updated website, time frame
nothing, seems sweet!
projected timeline for completion
Safety at night - how will the greenway sure safety for night time riders?
The information provided thus far is great.
the length, major on ramps and off ramps
There are gonna be parks built along the trail
time frame
Time line, total cost, statistics on "rider ship"
Timeline
timeline and who's engaged
Timeline for completion.

timeline, looks of it
timeline. How do we push for the full greenway?
Timing?
updates
Updates, when's it going to be done?
what about people who live on the greenway? What's in it for the community? Jobs?
What can I do to support it. Bike commuting can be difficult from north to downtown.
what is it for?
What is south route connection plans as previously mentioned
What is the support level on Humboldt?
What is the timeline of the project?
What is the timeline on the project and how can we vote on the different proposals?
What is the timetable? Have studies been done to show there is interest for a greenway there from residents who would be effected? Are there other green spaces nearby that could be connected to the project eventually.
What kinds of assessments/taxes will residents have to pay?
What plans does 'nice ride' have for expanding into North mpls?
what residents think of the greenway
What safety would look like? Will there be bike lots?
What years might it be under construction?
what's beneficial for the kids?
When can we start planning more routes in other parts of the City?
when is it happening?
When it will be built
When it'll be done
when will it be completed
When will it happen?
When?
where is it
where will it go??
which bike path?
Which intersections will allow nonstop travel for cyclists, and which ones will not.
Which of the three types is like to win approval. I like the first type the best.
Who is in charge? What agency? What public officials can I call to ask for support?
Who will be responsible to maintain the greenway?
Who will build it?
Who will maintain them? Who will pick up the trash and cut the grass?
Why are we doing this. Make better trails East to West
Why do we have to do this?
Why. Can you fix the holes in the main streets first so I can quit spending money on the front end of my car

Will property taxes be reduced since residents will lose significant access to their residences? Will alleyways be improved as a part of this project since they will now receive a SIGNIFICANT increase in traffic
Will it have EASY access to downtown? East-West routes???
will it raise taxes
Will the lines be bright and noticeable?
Would this path be maintained in the winter time also?
Yes, translated
Respondents who live outside of north Minneapolis and do not visit frequently
1. How do moving vans get to people's houses? They won't fit down alleys. 2. How do delivery trucks get to people's houses? 3. Where do residents and guests park? How do you justify requiring people to walk at least half a block to their car every time, in all weather, and parking it in a remote lot more subject to theft or other crime? 4. How do emergency vehicles get to houses?
any available
Are there other plans to create additional greenways throughout MPLS?
Comments for the surrounding community members.
compared to what's there now, what sort of an impact does this greenspace make on the communities and neighborhoods in proximity to it with regard to their carbon footprint.
Cost
Does it connect to existing bike paths? Can I travel from the main greenway to the N Greenway? Will it be safe at 1am? Why would I ride this greenway?
Does it have community support and how close is it to connecting with other bike routes
Does the city worry there is potential for crime in what might become a 'secluded' area? Will homeowners still be able to get a vehicle to their home if they are moving, etc?
Everything perfect
has this been done in other cities? what do other successes look like? will it include better storm water management and tree planting?
hope the city moves forward with it
How do you expect to but get people killed in that [expletive] neighborhood?! Whitey on a bike going through the ghetto? Easy targets, don't do it. Build jails instead. And road blocks looking for stolen cars. And invest in a satellite monitoring device so criminals can actually be caught. Ankle bracelets for everyone!
How it ties to other often-used bikeways. Also develop fun routes or create adventures for Minneapolis citizens to check out!
How it will connect to existing bike routes, funding sources
How it works and what it's for
how many miles will it be?
How was this particular route/neighborhood picked. How will the greenway be connected at its southernmost point? It should be easily accessible from other trails and paths to ensure consistent use.
How will homes with driveway access from the street (rather than an alley garage) be accommodated. I'm assuming there are a few instances of this problem.
How will this project differ from the park space along Victory Memorial Dr? I have ridden along there a few times and the pavement is rough. The open space seems underused. Are there other open space options that would be more useful to the residents in the neighborhood? I ride my bike year round, but not every project needs to be centered around biking.

How would access for people with disabilities be achieved, through an alley?
how would crossing traffic be accommodated?
Is there any property tax increase mitigation?
More about the beginning and end of the trail and connections there.
More information
More promotion I'm general would be good. I've heard very little about it.
none, looking forward to it
Ok
Only to be informed by email (like I was for this survey) for future news.
Only what I've read here
Possibly coming
previous successes and struggles of other greenway projects
statistics of its intended use
The full linear park greenway is the best option to go with, second would be half & half greenway.
The impact on those that park on the streets. Where will the cars go?
The timeline, and what else it will connect with - also cool to provide business support so that there are fun places to stop along the way.
think about the winter. Maybe make the grassy areas, on each side of the bike paths, ready for ski trails or ready for ice strips that could allow skiers or skaters to use the trail. Let your imagination go to work. Connect it directly to bike paths in the park and not waste street access by using the street.
Time line
Time line.
Timeline.
Timetable for potential connection to Cedar Lake trail? How can (current) non-Greenway coalition employees get involved and assist?
Timetables
updates on progress
What do you do
What is the projected cost? Where is the money proposed to come from? What sort of community spaces and amenities are planned along the route?
what the local residents think
When is it coming. Are there other activities going on that support this plan. For example, funds set aside to develop green spaces, plans for supporting business development along the trail, etc.
When it will be done
When to write my legislators to urge support.
When was it made
When will you build it?
Where will the money come from?
Why can't these be built quicker, better, and safer? Europe has many working examples of bike traffic and in the states we have to do individual study and implement "half-ass" plans because nobody can agree and what design to use.
Why can't this be done in South Minneapolis?!
Will it be done right the first time and not need to be rebuilt at a later date.

Will it be maintained (plowed) during winter months?
Will it be safe at night? Is there lighting?
Will the roads that the greenway goes through be closed for sure? Would this greenway connect to any other greenway
all info *[Email address removed to respect respondent privacy.]*
all of it
can I have a T-shirt
Can we ride moped lane
clear enough
connection to transit
continue to succeed
Do not tax assessments on the property owners.
Do we really need the greenway
how did it start?
how does it affect those who live along it?
How everyone can help. Disabled community involvement. Mental illness?? How will they know
How long is it going to take?
How long will it take to get it don't building it?
how long will it take?
how long will take
How long will they get done building it?
How long you think it would last?
How long?
How this affects me
I don't have any other information
Is it free for everyone?
Is it safe right now?
Just more about it
Nothing right now or is it free?
Now can we do it our self
Parks, rec, activity
Some of my information is how did they even draw 'cause it looks like they draw it in the computer with straight lines
the voice of the youth to help the kids be safe
Timing… when is it proposed for completion
What are some other places that they have them
what can we help do
What do we do as a subject?
What enhancements will you add?

what is the feedback from residents who live on these streets that would feel the most impact?. Proposing that residents/visitors are not able to park in front of their house could cause a lot of anxiety and opposition. Victory memorial parkway is a fantastic green space that I believe is underutilized. Perhaps some funds could be diverted from this project to encourage people to use the parkway more. Is there a greenway in another city that you are using as a model?
what will continue greenway project
what would it cost
When is it done?
When it will be built?
When will it be open?
When will it be?
When will it start and where
When will they make it?
When will this begin to be real? When will the project start?
When?
Where is it going to be?
Where is maintenance money going to come from?
Where more parks
where there gonna do it and how far
where they gonna be
Who is paying for this
Who pays, esp. for the full option and what about getting ambulances and fire trucks to places quickly, and what about the residences being affected. Comparison to Milwaukee avenue is only a few blocks and to the Greenway- an old railroad, are really not valid.
why do people have to pay to ride the bikes
Why is this happening
Why would we have a greenway for?
Why would we have greenway for?
why you guys are doing it
Would it be a good idea for people to get to and from work?

Question 6: Additional comments

Respondents who live on the proposed route:
A greenway would be a big step away from the economic and facility marginalization of North Minneapolis.
about Lowry? Impact on whole block not just boulevard
As a homeowner on the proposed route, I appreciate the effort being made to solicit public input. This plan will produce many benefits for Northside residents, and we want to help with the education process. Thanks for the efforts of all involved in the planning.
Didn't live here
Don't like full greenway in front of my house.....These neighbors are not going to get all their cars in alleys it's going to cause a big problem for the home owners how use their garages with getting in and out.
DONT WANT THE GREENWAY!!
emergency vehicle access, accommodation of people with special need
Garbage cans are good. Garbage cans that are difficult to tip over are better. Also, providing plastic bags for dog walkers would be nice. I might even have one or two that I could contribute.
gentrification
great idea, overdue
How soon?
how would emergency vehicles access homes
how would snow emergency be impacted, parking and traffic? Signage at 36th for car traffic
I am a recent new homeowner in the area and think that the crime in this area will decrease with a greenway that will rearrange the traffic patterns.
I am a strong supporter of the greenway. Not only will it make my neighborhood more aesthetically pleasing, but we hope it will also deter criminal activity, including drive-by shootings and speeding through intersections which occur so easily now along Irving Avenue because it has such easy access to West Broadway while other neighborhood streets are One-Ways seem to be less problematic.
I bought by house 2 years ago after looking at 40-50 homes. I like the one way and cemetery. So leave us alone
I bought my house 2 years ago and looked at over 50 homes picked 39XX Humboldt because one-way I have 2 big dogs. I bought 2 cars. Leave my house and street alone. *[Address reduced to block number to respect respondent privacy.]*
I didn't because I did not take one
I don't think there's been enough outreach to community members. I've not received any written info in my door nor has anyone contacted me personally, by mail or phone.
I feel that putting a greenway in front of houses where the people who live there have had on street parking for guests for all of their lives is a poorly thought out idea. There are many handicapped people who live on this stretch of streets you limit their ability to get out of their homes even more. Is the greenway project going to pay for moving handicapped ramps from the front doors of many of these houses to the back door? This is not only inconvenient but a financial hardship in many cases.
I fully support a full linear park greenway
I hope this is implemented! I'm very excited!
I know it would be a really good. Thank you
I know someone who has a handicap and needs to park in the front of the home. Please make sure that cars can drive and park on the new greenway .

I live on 30th & Irving where the buses take kids to & from schools & there is a park at both ends of this stretch of road & people have no problem getting to them. we do see a lot of emergency vehicles go by. my concern is for those emergency vehicles to get where they're needed. would this reduce crime? no mention of this. might increase some crime. I think this is utopia thinking not real world. I don't want to pay a special assessment. I'd like to see our sidewalks fixed.
I live on the proposed greenway and filled out this survey before with concerns about not being able to access my home from the front. But only recently, I've considered what the alley would be like. It's one lane. Just one lane. Traffic would double or maybe triple in the alley. There's no place for vehicles to pass going opposite directions. Right now one might pull into a drive let a car by, but with no street parking, most drives would be filled with parked cars. Garbage and recycling trucks, and utility trucks (electrical, cable, phone) all block the alley from time to time. Now add the street traffic. Besides residential vehicles, add UPS and FedEx, home repair trucks (plumbers, electricians, etc.) furniture deliveries, moving vans, deliveries such as roofing, decking, and any type of construction, all would block the alley. Not to mention snow. Garages, fences and retaining walls prevent fully clearing snow from driveways. If you park on the street and get plowed in by a snowplow, it's an ordeal to dig your car out. We would get plowed in with every snowfall. Or we'd come home to find ourselves plowed out of our one place to park. In addition, a section of our alley floods during wet springs or heavy rainfalls. These alleys were built in an era of one-car families. They were never meant to accommodate street traffic.
I love this idea
I think this would be a wonderful amenity for our neighborhood!
I will pursue legal action if this goes much further.
I would love for this to start ASAP! We have been very excited about this from the start.
I would rather see the money going to other programs and parks to increase a healthy lifestyle. I don't think putting in a greenway will do the job. If people aren't using the parks that are already provided to them they why would they want to bike or walk to one.
If you read comments in North Vent and North Talk on Facebook, you will see that the people who live and care about North Minneapolis do not want the Greenway.
Isn't this just a proposal? This survey makes it appear this is going through. I do not want to live on a greenway.
I've spoken with other homeowners on the proposed route and we have discussed initiating lawsuits against the city if this project does not address and meet basic quality of life needs for the residents.
Keep all Irving residents informed via mailers
Keep bikers off our streets. Keep them only on trails by parks and lakes, not neighborhoods. As a prominent business leader who drives to work in a car I think it is foolish. Bicycles are for recreation, not to upset our lives with this crazy idea. Don't disrupt my Neighborhood or will vote you people out of office. This isn't California.
Love it!!!!!
Love love love love this project. Thank you for all your hard work, this will be a huge boost for north Minneapolis!
Love the community involvement! Positive changes!

Many residents in my neighborhood have to park on the street (rental properties, no garages, etc.). My block is usually lined solidly with parked cars on both sides of the street. Where are people supposed to park if the street is closed? The route is described as "low traffic" but that has not been my experience (I live on Irving Ave. N.). During the school year, there is a good deal of school bus traffic on my street. Also, because Irving and Girard are the only two-way streets in the area, more people use them. Where will this traffic be re-routed? And if cross streets are blocked off, are we going to see an increase in people driving in the alleys to get around? With streets closed or less accessible to motor vehicles, I am concerned that emergency vehicles (police, fire, ambulance) will have slower response times or not even be able to get to their destination. How will this issue be addressed? My neighborhood sees a fair share of criminal activity, ranging from shootings, robberies and drug dealing to littering and public urination. I am concerned that added "green space" will just end up being another site for this kind of activity (which we already see happening at North Commons). How will this be dealt with? The proposed route for the greenway is not particularly scenic and is certainly not safe. What happens if the greenway gets constructed but cyclists are afraid to use it? Does it get torn up and converted back to a street? Who would pay for that?
more outreach
none, just build it
Not a safe idea in this neighborhood. I need to have front door access to my house to feel safe for me and my visitors
Please connect north Minneapolis with the rest of the city in a way that is accessible to those without cars.
Please leave street parking! Many people do not have any other options.
Put cameras on the corner and alleys
really concerned about parking
Really looking forward to this project being approved and realized.
recently contacted by other greenway representatives
should be on straight, turn arounds every 2-3 blocks
sounds like a good idea, like it would be good for the neighborhood
Thank you for all you are doing to realize this dream. Even if I have to move before it's completed I will be so glad for this neighborhood.
The naysayers on this project are uninformed. You don't protect people's housing stability by denying them neighborhood amenities and improvements. That just keeps people down.
thinks greenway could help bring back safe community
This could be a really great project if the City addresses ALL concerns and it is well thought out. Do not make this another quick fix on the north side. And by quick fix, I mean, poorly thought out and last on the list of city concerns.
This is a fabulous idea and I really hope it is implemented.
This is a very bad idea in parts - that require closure of any city street to auto traffic - especially Humboldt which is a gateway to Brookdale / Hennepin County library area...
Tired of surveys!
Typical socialist government project. Waste taxpayers money on a project that a very small minority of the public will actually use. Also when the house values in the neighborhood drop, and they will who is going to reimburse the homeowners
We would like grants to put in additional driveway parking

we're against all of it. We don't need it. We already lost our parking on 42nd. We need to clean up the city. We've lived here since '52. Get rid of slumlords first!
where does snow go? How would space in alley be redesigned for snow removal? Why is open streets (5/31) on non-proposed blocks?
Who is looking at property values? Will homeowners be compensated for loss of access to street? This winter with parking banned on one side of street there was not enough spaces for all vehicles on the block. Where do you propose all these cars go if parking continues to be limited or restricted altogether?
will Folwell get updates? What type of trees/greenery will there be?
would love to see greenway - would foster sense of community
Respondents who live within 1 block of the proposed route or on a route alternative
♥
Any of the proposed Greenway formats are quite acceptable to me.
been to every meeting, walkway will be a dump, syringes and condoms on trail
Bike lanes have been established on Fremont and Emerson avenues. Can they be utilized as part of this plan?? North Minneapolis may not have the lakes that south Minneapolis has, but we do have more small parks that residents can take advantage of if they so choose. these need to be upgraded and maintained. The assumption that North Minneapolis residents are at greater risk of High blood pressure and Diabetes because of less green space is ridiculous. Income plays a big part, also family history. Adding bike lanes will not change people's style of living, but will inconvenience many people who live on these proposed lanes if their street is closed off.
completed survey online
concerned about home foundation/built on swamp
Consider the needs of the elderly, handicap and those using taxi service who need to have open access to vehicles next to their homes.
Cool
Do a good job!
Do not!!
Due to the change in traffic on Humboldt and reduced car load due to the greenway, adjacent streets should get speed bumps and other safety features to reduce speeds on those streets. When you reduce the number of cars on one street, that only adds more to streets near it.
expand opportunities (jobs, health, education - meet people where they are at and help make connections)
good idea
Great concept; too many negatives for affected homeowners.
I am a canvas staff on this project, and I have got a GREAT one on one response from both inside and outside community members! My family personally, who are long-standing live in community members of North Minneapolis are highly for, and ready to be proactive around this campaign!
I am truly excited about this and would love to see it come to fruition!! I personally prefer the half and half one-way proposal, but also like the Full linear park. Again, I would love to have it continue on Humboldt Ave north of 41st. This is an amazing project!
I believe moving to Humboldt Ave. would be more beneficial and possibly more cost effective with traffic and safety

I bike frequently and I am excited about this project! I often don't feel comfortable biking in traffic. The greenway will encourage me to bike to the library and the park, rather than driving. I would also be likely to shop along the bike route if there are businesses nearby. If it is well maintained, the greenway could be very helpful to individual health, sense of community, and the economy in our neighborhoods.
I have lived in north Mpls for 33 years. We already have access to wonderful green space with our existing parks and there already exists quality designated biking areas at the Mississippi River to the East, Theodore Wirth Pky/Victory Memorial Pky to the West with connecting trails along each of these corridors. I don't believe investing in more biking/walking/skating corridors is a quality investment for an activity for most is only seasonal. I also don't believe that any of the residents along the proposed corridor for the new greenway anticipated the loss of parking and street access when they purchased their homes. And Irving is hardly a lower traffic corridor- a primary connection from Plymouth Ave to Broadway Ave. When is the city going to invest appropriate leadership/vision and financing to successfully develop West Broadway into a healthy thriving corridor of retail, restaurants, small business, office, residential like is/has happened on Central Ave in NE; on Franklin Ave and Lake St to the South. If you are serious about the vitality of North Mpls you ought to invest resources and leadership to Broadway Ave.
I just really hope this happens! There is not a lot of safe bike/jogging trails. The sidewalks in the city need major work and it is hard to take my for a bike ride!
I live on the next block over 40 and Girard. If you block off the whole street on Humboldt you will increase the already large amount of traffic we have. I have a least 8 school buses twice a day. We have numerous cars that do not stop at stop signs.
I live within a block of the proposed route, and have never been surveyed or notified of this proposal - first saw mention of it in today's Star Tribune. If anyone knocked on my door, I probably wasn't home; apparently no printed information has ever been distributed.
I understand that traffic south of Broadway would be moved to Girard. Girard is already busy and difficult to maneuver when cars are parked on both sides of the street. This happens often for events at Shiloh Temple and North high football field. It was also suggested that traffic could travel down the alleys. Which is also not a good idea for a number of reasons. Among which is that alleys were not intended to be through streets, but access to our garages. Safety and privacy come into play here. Closing off cross street intersections also creates problems for those of us living adjacent to Irving Ave. Insinuating that a bike greenway is essential to get obese people living in North Minneapolis to move and lose weight is offensive to us. Also does it correlate that the result will be better health for all of North Minneapolis residents. If a person wants to ride a bike there are a number of other places to do so, without inconveniencing so many for 12 months when good biking can be done for half of those months. Even nice ride bikes aren't available 12 months a year!!
I would like to hear more *[Email address removed to respect respondent privacy.]*
I would love to see the greenway in our neighborhood!
Improve the area
It seems to me that somebody living along the new route has unduly influenced the move.
Just a personal note that I would have loved to have it on James Ave, where I live.
keep 34th 2-way open
Let's grow and build this amazing city back to what it was
Look at the crime from Winter 2013-14. This proposal will harm our county
Love it
Love this idea

need round about to calm traffic - people run stop signs, cyclists would benefit from obeying traffic laws, support not having parking in front of home/sidewalk
Never heard about the survey in winter of 2013.
No one has thought of the true cost of this project. all pavement would have one removed, which would cause most utilities to have to be replaced. Lighting is extremely expensive per lineal foot. No parking would be allowed on the greenway so where would people that do not have garage space park?
None *(5 respondents)*
none 100%
one way traffic
parking congestion is a concern for me
please bring this amenity to our neighborhood
Please build this. It would be great for the neighborhood.
please don't infringe on Theo Wirth Park
police need to be more responsive (quicker response time), want amenities that can help improve public safety and relationships between residents and police
Send information
Share the road
Such measures are quite welcome in my city as a whole. I fear that my fellow neighborhood residents will require some additional coaxing and incentive to walking, bicycling and mass transit over using the auto for most transit needs.
thank you!
Thank you!!! Looking forward to seeing the next phase of this project take off!
the greenway would just divert traffic to side streets.
The idea of limiting or worse, eliminating parking on these Northside streets will make it very difficult for the people living there to access their own front doors, to provide parking for their visitors, and parking for other family members' cars. I would never buy a home on a greenway without parking on both sides of the street. I don't think I could sell a home with a greenway and no parking.
The homeowners and residents on my block of 2700-2900 Humboldt do NOT want a Greenway on our block.
the people on the greenway that usually park their cars in the street will most likely spill over to my street causing crowding.
There are other ways to make North Minneapolis a livable area but this proposal is not the answer. Perhaps if City and County officials actually cared about Jordan, Folwell, and Near North as much as other areas it would be a better place to live. Stop treating North Minneapolis as the cities dumping ground and show us you really care.
This project will limit access to homes and reduce available parking. Only grant funds should be considered for this project.
This whole thing is one more reason why the size of government has gotten out of hand.
Very excited about this
very much "for" this project
Water pumps or faucets for dogs to drink from
We need more things on the Northside improvement
what makes you think that green space/gardens will change the mindset of N. Side residents? Will it stop violence? Addressing public safety

When?
why do this when you have a good trail system in place already
Why do you even ask for comments. The Humboldt route had the most votes in the original surveys. And by the way I don't live original route so if you want to toss this survey and say that's just sour grapes that's fine.
Yes we have good bike paths north and south but bad east to west north of Lowry.
you all got my full support
You can build all the trails and parks you want but that does not mean people will use them. You would have to encourage people who don't normally exercise to use them. I think providing access to healthier food by providing grocery stores and food co-ops would help with nutrition there are few options for folks to buy groceries you have to drive into the suburbs to get to a grocery store. People who have no transportation are not able to go to the store and if they are they cannot buy a lot because they have to carry it all home. Having better grocery options would help the community besides all the corner stores and gas stations who sell junk food, soda, cigarettes. etc, etc. Allow these businesses to offer healthier choices. How about community gardens there are many vacant lots in the city turn them into gardens besides having over grown weeds on these lots.
Respondents who live within two to four blocks of the proposed route
A greenway would be great for the area, but let's put things in place to make sure it does not turn into a gang turf area. Make the police very present along its path. Make sure that STS or whomever is picking up trash daily along its route.
A lot of bike riders will be helpful
Assisted with focus groups @ Urban Homeworks
Bike trail & road
Bro, Irwin is the bomb -Lynn
Do not want!!! No parking for family
Don't do this. Waste of money. Ruins property values. Accomplishes NOTHING.
Don't live in area
Don't want to lose parking spot
Excited about the potential and possibilities of this project. North need to be connected to the rest of Minneapolis via bike path! Great work!
go greenway
Having much of the proposed area in a neighborhood that got hit by the to 2011 tornado, means many of the people who live here are barely financially recovered from repairing their properties.
he have no idea of the greenway
How was survey furnished
I am really looking forward to connecting our community with green inviting spaces to walk and bike.
I believe that the second option is the best one, taking away street parking from people who live in those homes will alter their value and make it difficult for them in many ways.
I don't think this is the answer to improve our lives and property values.
I feel very strongly about this proposed greenway. I feel this would be a wonderful addition to our community.
I like this idea

I lived on the northside for thirty years and just recently moved back again. I would really like to see this area so desperately in need have assistance in this kind of a turnaround that would be a boon to all involved, the residents, the city and the entire image of the state would all benefit by these improvements.
I love this project
I think there are a lot of things that are far more important than this - like 911 response time, crime, education.
I think this is a horrendous idea. The shear amount of money to do this is obscene. Utilities will have to be replaced as pavement and curb/gutter is torn out. Lighting is extremely expensive per lineal foot. Parking for residents along this route would be impossible. A lot of people do not have garages or parking pads in their backyards. What about visitors to these people? What about any stretches of street that do not have alleys? This project was doomed from the start and is an extremely bad idea. This would be passed on to residents as assessments and should be stopped right now.
I think this is great idea. I live very close to where it is proposed and walk my dog every day in that area. This would make the area safer and more beautiful for those of us who live here.
I would rather see funding go into crime prevention and perhaps a fitness facility that is free or low-cost to north side residents.
I would use the portion of the route that is near my home near Dowling, but I have strong concerns for safety south of Dowling.
I'm not familiar enough with the details of the plan to know whether this is covered, but I oppose any vehicular traffic on any part of the greenway.
it is going to be hard for drivers, he lives near Lyndale
it's a great idea - parks are always good
it's going to be kind of confusing - but so it LRT
it's not fair, there's no point for it. I really don’t like the idea of the greenway even if it’s good
Just moved to North Mpls and am so excited about new projects like this, light rail
Keep up improving our healthy city! Good job:)
keep up the good work for bicycle routes away from cars. Build the city for the future of green transport. We have recorded record carbon this year in the atmosphere we must act to improve the ability for short trips to be on foot or bike. Keep reducing the need for fracking ground water destruction and the carbon of burning said fuels for the profit of few. We will need the ground water in the future because the surface water will have burned off. Just when we realize fracking ruined our precious aquifers.
Maybe you can sum up the proposals in an "elevator speech" or 4 succinct talking points like a 30-second TV ad, so that busy folks can understand it quickly.
More planning and tradeoffs needs to be addressed. Costs of project, construction noise, crime, traffic control, emergency services etc.
Need tax price
North Minneapolis need more of this if the community is going to survive/thrive. Great housing stock, affordable, easy access to DT. More needs to be done to promote the community not the crime. Green space is at a premium and what is there is not very well maintained.
Not good for north side
Prefer road & bike; make safe for children
Really exciting and great opportunity for healthier lifestyles and also connected the rest of Minneapolis to North.
Stop it. We have so MANY more problems on the northside to be addressed first. This project is not and should not be a priority.

Thanks so much for this project - this project is a wonderful contribution to making north Minneapolis a more livable, safe, and attractive neighborhood for young and old alike.
The city owned lot to the south of Lincoln School that used to be a playground should be converted to green space or some other use that benefits the residents here.
There are so many options already on the north side for biking - and the infrastructure of the whole area has not been cared for or repaired. Fix some of these things (curbs, lighting, police coverage) before trying to gentrify our neighborhoods.
this is a fantastic idea I hope to see it implemented soon.
This is the wrong initiative to be focusing on. I've lived on the Northside my entire life. People used to be outside all of the time when I was a kid. Now they're afraid of being mugged, caught in crossfires, or just attacked because they were in the wrong place at the wrong time. Focusing on cleaning up our streets will go a lot further in improving the health of those in our community.
This should hook up to the river trails at the south end. Also should link into downtown for commuter biking from northern metro.
use what other money on better housing
We would ride our bikes on the greenway. I'm in favor of the 26th Ave N greenway too, I'm eager to see that go forward
Respondents who live elsewhere in north Minneapolis
A better way to spend millions of dollars to better the Northside would be to ensure that public transportation is easy to access and safe to ride. We need a train, well-maintained bus stops, and an increase in the number of buses running during peak times more than we need a place to ride bikes during our leisure hours when there is nice weather.
anything is better than nothing
As a bike commuter, this idea would increase the ease and comfort of my ride to and from work making me more supportive of the linear or half n half ideas and less so of the bike blvd as it wouldn't be much if any different from using current marked bike lanes. As a home owner though, I know I would be concerned about access if I lived along the route. Selfishly I think it would be great if I could breeze down the greenway on my bike.
as a resident of North Minneapolis, we need stricter rules and firm actions that sends a clear message that we will not tolerate crimes and people will be held accountable for their actions, things will get destroyed if no one pays attention and there is no accountability. for eg, if someone drop their garbage on the ground , have them pick it up and have them clean the entire block for a month, do it to a few and the rest will hopefully get the message.
AWESOME FOR THE COMMUNITY
Build it and WE will come. This is the face of the future.
Go Green!
good idea *(3 respondents; one translated from Spanish)*
Good idea, wrong place
Good plans
Good thing we are doing this for people to stay active
Great idea *(2 respondents)*
great work!
have owned our in north mpls. for 60 years. I would be furious if it was purposed for my residential street. No way should anyone have the right to completely change the normal street situation from the way it was when property was at time of purchase.

Have this information accessible to link to Facebook or Twitter easily to spread the word to the north side social sites and connections.
Hi!
How much will the youth be involved in the "greenway project?"
I ♥ bikes
I am familiar with Humboldt N of 44th but how is it a greenway? What is the most important goal for project?
I am so glad that this is a project, it is a much needed asset to the North Minneapolis area!
I appreciate the gesture of soliciting feedback.
I didn't know about it till Friday
I have lived on the northside area for over 30 years and am an avid biker and walker this is long overdue for the area and would be a great addition to connect to the river trails and the 3 rivers trails along with the new swimming area at Webber park.
I like and support the idea fully, but am very concerned about the safety as I am a frequent bike commuter on Lowry Ave between the Theo Wirth Parkway and Lowry bridge and in the afternoons it does not feel safe. There are groups idling all over, they are often time harassing bikers for no reason, and it’s plain unpleasant. The morning rides are much better as the groups of idlers tend not to be up that early it seems. The North Minneapolis clientele and rental properties in proximity to the proposed route will be a huge challenge to this becoming a safe and successful venture and has to be seriously addressed.
I like the first option best and it would provide space for exercise stations along the way.
I like the idea and I would get out more since I hate riding in traffic
I live in North Minneapolis and I don't know if I would even use this trail/path/lane because of the crime ridden area I would have to bike through. It is one block away from a section of blocks that has been having some serious crime issues. I really don't think this will be a safe space until those issues are dealt with. Also, I have heard rumors of a lot of grumbling by the people who live on that street about what their parking situation is going to be like. If they really hate it then it is likely that they will make it very miserable for the people who choose to use it for biking. Which is really unfortunate, but definitely a reality. I have had drivers and pedestrians yell at me, honk at me and harass me in many other ways while I am biking and following the law. It really stinks and makes me feel unsafe.
I love it!
I love the idea of bringing more bike-friendly paths and green space to North Minneapolis!
I really like all three plans but like the first two more mostly because it keep cars away from bikes.
I really support this project and I wish you all luck in completing it! The more green space, the better!
I think it is a great idea, but will the increased traffic on the other streets be addressed?
I think this is a great idea! It's fantastic that attention is being paid to beautifying north Minneapolis.
I was not given the opportunity to consider greenways before. Why don't you take those surveys to senior highrise and senior apartment buildings and you not find them supporting this opportunity for the privileged. There is huge community of seniors in North Mpls, but very little services for our convenience. We have paid our dues over 50 years and now you want to take away the privileges that we do have.
I would like the opportunity to learn more about it and give feedback in a setting with a diverse group of North Residents.
I would like to know if it's only in Minnesota

I would like to know why nothing has been done on the 26th Ave Greenway. JACC paid thousands of dollars on the surveys and studies which were all in favor of a greenway, but nothing has been done on it. 26th needs renewal desperately. Driving on it is like driving across a battle field.
I would love a greenway
I would mostly be using the greenway to get to other parts of town. As a bike highway. I'm disappointed that the current plans don't already include connections to other bike trail systems like the Loring greenway or the cedar lake trail or even just downtown. I fully support this project but as it stands, the north side greenway looks like a road to nowhere.
If the greenway is made available, our people in the neighborhood would not have to go to the parks and lakes for leisure anymore. *(translated from Hmong)*
I'm so excited for this GREAT addition to North.
include nice ride bikes near path and lower cost, include free parking space and lots for easy access for those traveling to the greenway by car
is good
It's good that there are people who are about the welfare of one. *(translated from Spanish)*
Just because there wouldn't be car traffic doesn't make it a safe place to bike. People living on the greenway will essentially be sharing their front yard with strangers. How about focusing on abandoned properties, crime, and perhaps building a library instead. I'm an avid biker and find this entire proposal preposterous.
Keep it up, you are going in the right direction.
Keep up the great work City of Mpls!!
Last year
Like to see an east west greenway through north Minneapolis too
Make sure those houses have parking
my son and family live up on 43nd near Freemont. so this is great to see.
none at all, support
North Minneapolis needs amenities like this to improve.
Once the Port of Minneapolis shuts down I hope you expand the Mississippi Parkway down through that part of the Northside.
Park
Raise awareness to get more feedback
Rather have our potholes filled.
Regarding #8, I live more than 4 blocks away from the proposed and likely to become a real thing even if people don't want it. But, I do travel to other parts of North Minneapolis that would make me wonder HOW I am going to get across the Greenway without consuming more gas than I'd like to if streets are blocked off. Also, as an older person who is having difficulty walking, I really can't imagine how you will accommodate older people and those with disabilities if you eliminate street parking near their homes.
Safety analysis needs to be done
Seems like this should be very, very low on the list of priorities in a community where citizens are being put on hold when they call 911.
spend some on something need!!
squad bizzness
Thank you for thinking of bicyclists.
Thanks for including me here. I will be a user. Commute from N. Mpls to NE Mpls 6mos of the year.

The 49th avenue project did not work out. Why do it again? Not much use on 49th. Lots of money and hardly any use. No Brainer!
The more I've learned about the proposed Greenway, it's changed my mind. I did not used to support it, but I do now.
The north side is always the last to get anything. This is a good step but it doesn't go far enough to make this function for commuting by bike.
The reason the midtown greenway works is that it is sunken, and cross-streets still go over it. The greenway would make north Minneapolis harder to navigate for people from outside the neighborhood because it would eliminate most east-west traffic at Humboldt. Also, for safety if the city is going to turn a residential street into a park it had better step up beat patrols and install significant lighting if it wants people to use it for anything other than drug deals and fighting.
This all seems really good to me and that there are people who are interested in helping the community. *(translated from Spanish)*
This crosses by several parks. Folks should use those as green space.
This is a terrible idea. Please stop this madness. Anyone with a bicycle knows they can drive 10 minutes down to the Victory Memorial parkway and ride it. AND it's a safer area. Putting a greenway on Humboldt will mean more crime and bring bikers in more danger.
This is hands-down the most idiotic idea I've ever heard of!
This is ludicrous. If the goal is to get North Minneapolis residents to be more active outdoors, that won't happen until after we get enough police to make our neighborhoods crime free.
This project is very poorly planned. Why would it even be considered? It's in a terrible location, would decrease property values, police already can't respond to crime in this neighborhood in a timely fashion and this will further delay response. There is NO WAY I WOULD RIDE ON THIS TRAIL LET ALONE ALLOW MY CHILDREN TO RIDE IT. Come ON Minneapolis!! Are you kidding?
Utterly one of the most stupid ideas in the history of mankind.
We used to live on the proposed route, but we still live in North and would likely still use it on occasion.
What's the status of the 26th Ave Greenway? The studies on that have been done for years and the street is in dire need of redoing. We keep doing these surveys and studies but nothing happens. It's hard to get excited anymore.
When do we expect?
When is it going to be here
When?
Who is going to pay for the project? Is every resident on that streets agrees for the project?
Will industrial area north of railroad be spiffed up?
yes, yes yes... We need to have more community in north Minneapolis..
Respondents who live outside of north Minneapolis but visit frequently
Awesome, love the Greenway! More people in the north!
Bike friendly streets are great. The more people who bike, the healthier they will be
Do not build. Reduce property taxes.
Drinking fountains, restrooms, trail maps with several languages
employ people in the community for construction
Future connection to downtown for work commuting and shopping in Minneapolis.
gentrification
go northside!

good idea
Great project as long as automobile traffic is kept separate from non-auto traffic.
Have anyone opposed walk down Milwaukee Ave and see if they like the amazingly calm, peaceful feeling you get when you don't have to worry about the noise, smell, and danger associated with cars.
Have there been extensive surveys to ensure that people will actually use and benefit from this type of project?
HIA teacher
hope it goes great
I am with Project Sweetie Pie. How do you know that this survey is part of their effort?
I come around to Minneapolis a lot and I don't think I'd really like it because I don't feel safe walking around
I live elsewhere in Minneapolis so I don't have a strong feel for the location, but I use the Midtown Greenway and think that it's a significant benefit to the area, so I support similar efforts elsewhere.
I live in the Twin Cities and am a frequent user of the Minneapolis public parks, bike trails, and existing greenway system. In fact, I just bought a house in south Minneapolis to be closer to these amenities. I see the benefits bike trails and parks bring to my new neighborhood and (based on my experience living elsewhere in the country) make our city so special. I strongly support sharing the same benefits with other neighborhoods.
I see advantages and disadvantages to the first two options, but love them equally. I do not like option 3 (bike blvd) at all since there are already bike blvds in North and NE. Please move away from the bike blvd option.
I strongly support the full greenway option.
I strongly support the Full Linear Park or Half-and Half Greenway options.
I strongly support the inclusion of either the Full Linear Park or the Half-and Half Greenway options. These are critical for increasing healthier transportation alternatives and for the neighborhood. These options are much safer and more inviting for everyday cyclists and pedestrians, and they improve the urban fabric by adding green space and opening new options for community-based events.
I support the Full Linear Park or Half-and Half Greenway options for the project. The Full Linear Park and Half-and Half Greenway options are better for increasing healthier transportation alternatives and for the neighborhood: they are much safer and more inviting for everyday cyclists and pedestrians, and they improve the urban fabric by adding green space and opening new options for community-based events.
I think it looks like a great idea if the neighbors impacted get onboard and gangs are kept at bay.
I think it’s a good thing
I think it's a great idea! I use the south greenway whenever I ride my bicycle in that area which is often. Reduces car/bike, car/truck collisions and it's just an all-around more enjoyable ride. I love it and this is a great idea!
I use the Midtown Greenway often but would LOVE continued expansion of a greenway system into Northern Minneapolis.
I want to express my strong support for the Full Linear Park or Half-and Half Greenway options for the project. The Full Linear Park and Half-and Half Greenway options are better for increasing healthier transportation alternatives and for the neighborhood: they are much safer and more inviting for everyday cyclists and pedestrians, and they improve the urban fabric by adding green space and opening new options for community-based events.
I would love to see this built as soon as possible. Minneapolis needs more places like this, it is exactly what a lot of new homebuyers would find attractive.

I'd love to live on this street if it includes separated space for bikes and pedestrian (I don't like the bike blvd as much).
I'm excited! :)
I'm not a resident of north Minneapolis but I live one block from the Minneapolis border, on the parkway in Robbinsdale, and I would find the North Minneapolis Greenway an excellent bike transportation addition for getting to other locations on the Northside.
I'm very glad for all your efforts to make biking fun and safe
Is Parks Department involved in the planning?
It was a good 1st annual project
just learning about this exciting opportunity!
Keep cars away from bikes whenever possible. I bike commute but also own a car. Many motorists are terrible at dealing with bikes, and many bicyclists are terrible at dealing with cars. The less they interact, the better. And the better the infrastructure, the more people will bike.
Local communities will need to understand the many ways besides bicycling that this greenway will improve their lives before they support it. Perhaps some other elements will have to take first priority in order to make sure the local community has benefits it can rally around, such as youth engagement, affordable housing, or housing stabilization strategies along the route.
Love a greenway concept, but also think homeowners should have parking
Love the idea to create a north south greenway. Hope you will also be able to connect the river road trail north of Camden bridge and improve it. I quit riding there because pavement so bad.
Make it connect to the river at Plymouth. Please have easy to read signage. Put stop signs or street lights at 42nd, Dowling, Lowry, GV Road, and Plymouth. Reduce chance of accidents from this planning stage!
more info
None. Thanks
please extend it over Hwy 55 to connect to the cedar lake trails
Read the results of your survey.
See above
Take the time to get a list of people who live in the areas you are speaking about and send them information about the project. Sure some will not like it, but I truly believe most will be happy about it since it is a low traffic area. In the survey include businesses and pathways that will open up so cyclist can get off the path and get to the business. Suggest bike parking areas as well.
Thank you for all your hard work to make this transformative project a reality!
Thank you for continuing to look for ways to improve our great bike trail system! New and expanded trails are always exciting and allow more opportunities for business and for residents to enjoy the city.
Thank you, all who initiated this proposal and have seen it through public meetings and much, much more. I am a part of two organizations on the North Side and deeply want better transportation options as well as green space and healthy living options for its residents.
The current east/west greenway on memorial parkway does not make a good commuting/transportation hub because of the height difference between the trail and the road crossings. Making sure the trail integrates well with existing infrastructure will be important to making it as usable as possible.
The Full Linear Park and Half-and Half Greenway options are better for increasing healthier transportation alternatives and for the neighborhood: they are much safer and more inviting for everyday cyclists and pedestrians, and they improve the urban fabric by adding green space and opening new options for community-based events.

The north side needs more nice places for biking and walking
This is a fantastic idea! North Minneapolis needs more bicycle and just general park infrastructure
This is a great idea!
This is fantastic! I hope to see it implemented as soon as possible.
This is going to go through an area where there are many people who are not typically included in planning processes in a meaningful way. Please please try to be creative and not business as usual in your community outreach.
This is great, keep pushing forward on this!
This is much needed. Thank you for working so hard on this.
This is terrific, please let us know how we can help make this a reality!
This is the first I've heard about the project. Found the story in the Sunday, March 23rd Star Tribune.
This needs to happen! Just do all the outreach thoroughly at the beginning- it might seem expensive, but in the end it's not.
This will be a terrific and long overdue amenity for North Minneapolis.
this would be a wonderful addition to the north side
This would provide a wonderful benefit to these communities. The safer for bikes the better: so I prefer more separation between bikes and cars. Full linear would provide a safe and peaceful space apart from car traffic and improving green community space.
we don't feel so safe walking around North Minneapolis already, no one will use the greenway
Work in area
would like to see more bike shops. More business in the community. More cool people from others communities - more people spending money
yes I support the greenway for North Minneapolis!!
You are making mpls an amazing place to live thank you so much
Respondents who live outside of north Minneapolis and do not visit frequently
A connection to the Cedar Lake trail would be another welcome link in the already wonderful regional trail system.
Add because you already have some biking area
Always appreciate more bike stuff!
Awesome for North Mpls!
Awesome! Great idea!
Basic trouble seems to be that cars, motor-bikes, bikes, and walkers are all mutually incompatible.
Connecting the Northside via greenway into the rest of the park system would be great. Please make sure there are water fountains along the way.
find out what the residents want
Fun to experience it today - Thanks!
Good project, but like I said, don't decrease the permeability of the neighborhood by closing off streets unnecessarily.
Have fun building :)
I am not a resident in North Minneapolis and I will be a bit jealous when this vision becomes a reality. North Minneapolis deserves this opportunity and will have a chance to be a leader in the city.
I don't live in North Minneapolis, but I strongly support the city doing more to increase safe bicycling to all areas of the city. I hope that the final plan weighs the opinion of neighborhood residents very strongly, and that the city pursues funding to make this a reality.

I don't live in the area, but I do bike in many neighborhoods of the Twin Cities.
I fully support bike transportation infrastructure. As we can see with the existing Greenway, it brings in community gardens, raises property values (I couldn't even find a house in my price range along it!), and is generally a source of pride for the city.
I hope it gets plowed well
I live in South Minneapolis, I use the Midtown Greenway quite frequently. I love it, I think it's a great asset to the city. I also think Milwaukee Avenue is a very nice area.
I participated in a survey about this in 2013 or so.
I think it will add value to all homes in the neighborhood
I think property owners will feel the biggest impact, and they are the ones who should have the most input.
I would go to North Minneapolis more of there was a good route.
I would recommend making a full on greenway like mid-town greenway. I don't feel like bike boulevards are very impactful
I would use the Greenway to bike commute to work instead of taking 2nd street.
I'm not sure if this addressed elsewhere, but as a biker, I really like the fact that there isn't a speed limit on the Midtown Greenway. It's not that I'm super-fast...I tend to go just above 10 miles an hour. On other bike routes, the speed limit is 10 miles an hour, which does two things--requires bikers to have an instrument to measure speed (if there is a speed limit, than it must be up to the biker to know what speed they are going, right? If that isn't an expectation, than a speed limit should not be required) and secondly, by having a speed limit, it forces all bikers who go more than 10 miles an hour to bike in the street, which can be dangerous for the biker and frustrating for car drivers. For example, if I am biking on the route by the river road and I'm going 13 miles an hour, I should be biking on the street. This means that cars may end up stuck behind the biker. The car drivers get frustrated because they see there's a bike lane but the car drivers don't see that there is a speed limit to be in the bike lane. This translates to frustrated drivers. While I'm pointing out issues with the River Road lanes, I'm trying to prevent those same issues from occurring on greenways.
It is good to see things like this happen on the northside, it seems that side gets left out of a lot of environmental/community building projects.
Just that this is fabulous. Happy to make the bike ride up here to check it out
Let's make this happen soon! This is a unique game changing opportunity!
My perception is that N Mpls has a high African American population, which typically does not ride bikes. Nice bikes were put in the area, but at a loss. Is this an area where one wants to put in the effort and money??
Pretty close to the Wirth path.
Strongly opposed to Bike Boulevard.
The Full Linear Park and Half-and Half Greenway options are better for increasing healthier transportation alternatives and for the neighborhood: they are much safer and more inviting for everyday cyclists and pedestrians, and they improve the urban fabric by adding green space and opening new options for community-based events.
There is a long way to go on getting biking up to snuff in Minneapolis, and I'm glad there is work being done. I think there should be a campaign that is larger, and addresses the safety concerns and costs. I'd gladly give some money to make Minneapolis better and keep the bikers safe.
This could get me to explore up there, provided it's safe.
This looks awesome. I would love to see it in South Minneapolis as well!

This looks excellent!
This should definitely happen in some form.
This whole city should have a greenway plan. connecting parks and schools with greenways would be an advance after over a hundred years Horace Cleveland might even say what took you so long? You can put bridal paths in and invite horse lovers.
Too much crime over there. Don't put people at risk. They already scatter and steal from everyone, don't bring the people to them. Also, there is a greenway watch group for south, and there is enough crime over there My getting patrolled, why sick a greenway right in the heart of the crime? Good luck keeping people from getting shot.
can you put more on North and South - a lot of them
Do not tax assessments on the property owners.
I don't bike
I don't like the greenway
I don't mind biking
I don't really bike
I love this project
I will like to visit the greenway
I would not want to make it hard to get to and from work
If these does not go thru, I am hoping for a Blvd option, the lack of green space still needs to be addressed and more parks should be added.
please respond directly if possible. Also, keep me updated on resident feedback meeting etc. I am afraid that this greenway will be underutilized.
Sounds great
use the greenway for day care classes - teach kids to respect nature
We do not want
Will it bring jobs?

Question 13: If a greenway were built on your street, how would you like it to be designed and what amenities would you like to see included? Please see handout for come example designs.

Respondents who live on the proposed route:	
1-way traffic with 1 lane parking	1
911 button. Walking path on one side, bike path on one side. Parking on street and continued driving	1
A bike path, street lights, grass and gardens.	1
Already have one	1
Amenities? Maybe 50% of the people who answer this survey (that live in North Minneapolis) know the definition. Some may even associate the word with "free stuff."	1
at least one side for vehicles and parking in front of homes.	1
basketball court, not so many hills	1
bbq, grills, football fields, bball courts, call boxes	1
Be able to drive on the street	1
Benches	2
benches, water, pit stops	1
bike blvd	1
bike boulevard	2
bike boulevard, stop sign @ Irving & 36	1
bike lanes and walking lanes	1
Bike path and walking path with no street traffic	1
bike trail, walking space, trees	1
Bike/walk path only looks nice. And nice landscaping, we need more than just a path. It should be nice looking to attract true bikers and runners with plenty of lights and benches.	1
Bike/walking paths with parking for vehicles, greenery but not to the extent that the area becomes a place to hide	1
bikeway. Nothing else in particular.	1
Bright street lines	1
bypass 3800 to 4300 Humboldt or annex parts of cemetery - moving graves to make room for path as well as auto use	1
Cameras and increased walking/ biking patrols	1
Can't wait!!	1
Community gardens. Opposed to picnic type facilities due to amount of garbage generated.	1
designed with safety in mind	1
Do not want a greenway on my street. Keep our street the same as its always been.	1
Don't dare no one listens	1
don't want it	1
DONT WANT THE GREENWAY!!!	1
Ever green trees so pretty year around and less upkeep.	1
evergreens	1
flowers, perhaps community gardens, pocket parks	1

full bikeway is way safer	1
Full greenway	2
Full greenway option.	1
Full greenway with lots of space/tables for families to gather. Water fountains. Possibly a disc golf park.	1
full greenway!	1
full greenway, more color	1
full greenway, separate path for walking	1
Full greenway. Lots of plants, flowers etc.	1
full linear	2
full linear (2nd) (1st) bike boulevard, not wider street, benches, decorative trash cans	1
Full Linear Park Greenway with as much foliage and grassy-park areas as possible	1
full linear park greenway, lots of seating	1
Full Linear Park Greenway, lots of trees, solar lights at night.	1
full linear with parking considerations	1
full linear, benches, plants and shrubs	1
Full linear, but come up with parking options, safer alleyways	1
full linear, community garden	1
full linear, community gardens	1
full linear, play spaces, gathering spaces, benches/table, covered spaces	1
full linear, play structures, pet friendly	1
full linear, seating, walkways	1
full linear, trees, garbage cans	1
Garbage receptacles for trash, safe lighting and native plants.	1
garden space would be nice	1
gardens	1
go away I need to park on my street and I like to be in my front yard. With this no way	1
go to different places that people would like to go to	1
Go to Girard. I need to park in front. I have 2 big dogs. I will call the police more than I already do now because of the litter and the loudness of the younger crowd walking around at night	1
going in different directions	1
grass, plants, parking capacity on half and half	1
Great idea	1
Green space, plantings in the ground - native grasses/plants, fruit trees	1
half	1
Half & Half Greenway - Had too much trouble in past with gangs and don't want to take chances with more coming and only bikes to chase them if needed. We need space for emergency vehicles	1
Half and half	19
half and half - as of today, w more information, open to different possibilities	1
half and half as long as I have parking	1
Half and half need to secure parking	1

Half and half or bike boulevard. Not a full linear park.	1
half and half, garbage cans	1
half and half, plenty of access for everyone	1
half and half, trash receptacles, pet waste stations	1
Half and half.	1
half and half/full	1
half and half/one way	1
Half greenway allowing parking.	1
Half/half greenway, one side of street for parking, with curbs bumped out at intersections to shorten pedestrian crossing distance. Marked crosswalks on Dowling and other major streets with pedestrian reminder and center medians for pedestrians crossing to the park along the greenway route	1
hoops, basketball, picnic table	1
How long to complete?	1
I do NOT want to see a bike boulevard in our neighborhood right now. I think that would be a good addition in certain areas once the greenway is in place. I am a biker and I would really like to see bikes and cars separated on the Northside.	1
I feel very strongly that a half & half design or bike lane are the only designs that are feasible for residents to have access to their homes. I am strongly opposed to a full greenway. The alleys, driveways and garages in North Minneapolis were not designed for large SUVs or multiple cars. This would create a parking nightmare for people on the greenway. Can you imagine having to park down the street from the home that you own after a trip to the grocery store, especially with small children in tow?	1
I like part greenway.	1
I like the full greenway. I'm not really sure what measures could be taken to ensure safety but that's high on my priority list since I have young children.	1
I like the full linear park wherever possible. Maintenance costs really need be considered so don't go overboard with amenities. Keep in mind that things will get vandalized and don't spend a bunch of money on things that will be easily damaged. Try to make sure that crowds of people will not be drawn to locations near houses.	1
I so not want it built there.	1
I support a full greenway!	1
I want to be able to drive and park in front of my house. Every time I park in my alley my car gets broken in to. I also do not want any of my property to be taken, this includes from the sidewalk to the street. I want my property value to go up not down. I want crime to decrease so this means I want to see more police all times of the day every day on foot, in their cars and out walking their dogs! I would like the city to be more involved in vacant properties and troublesome units (we have a few on our block) Could the city provide those empty spaces where the houses have been torn down for community / neighborhood block gardens?	1
I will think about it	1
I would like a full greenway. I think all local residents would benefit and it would be safer. I would propose light posts with security cameras and phones for emergency use only (auto-dialing 911).	1
I would like green space connected to the current front yards on both sides of the street with a two way bike path in the center. I would also like to see the greenway include actual "green" utilities for the area like solar powered lights.	1

I would like the one-way with parking option.	1
I would like to see full-greenway space, with kids playground, and community garden.	1
I would like to see the full linear park greenway on my street	1
I would love it. There is no space for kids to ride bikes but in the street and that is not safe	1
I would move!!!	1
I would personally like to see a walking and biking path. I'd prefer a full (or partial) greenway. I just want to see proper "street" lighting of the area. Amenities: the path alone would be an amenity for me.	1
I would prefer the full greenway. It would be nice to have some lighting and plantings other than grass installed.	1
I'd like the full greenway with no car traffic. An adjustment for residents, but I think the best long-term solution. I'd love community gardens, and modern children's play areas that foster creative play.	1
Idk	1
if built, maintain traffic and parking	1
if built, we would like to keep the street parking	1
I'm leaning toward the half-and-half with a one-way street. I don't want to completely lose on-street parking on Irving Ave in front of my home. Because safety and cleanliness are concerns, I'd like to see ample street lights and garbage cans, as well as emergency call boxes.	1
Inclusive to senior citizens	1
Irving Avenue, between 41st & 42nd Avenues should be a full park, not a street with painted lines, limited parking and stripped of half of its decades old oak trees. Some public grills would be nice. I wouldn't use them, but others would.	1
It should be like the Milwaukee Ave. greenway. Should have community gardens.	1
it should go different ways	1
It would be a neat place	1
It would be nice to have amenities available like bathroom facilities. Also, destination drawing ideas like pop up shops and food trucks.	1
just green space, flowers	1
just make it.	1
keep parking, half and half not bad, bought house because of quietness	1
Keep the street traffic	1
leave parking on the street for residents	1
Lighting, attention to upkeep	1
lighting, community garden, play structure	1
Lights, lanes	1
Lights, trash container, bench.	1
Lots if green space and colorful trees. A dog friendly area or dog park near by	1
Lots of green. No vehicles.	1
lots of street lighting	1
Make it a complete greenway with only occasional crossings from cars and completely closed to vehicles on the greenway. Also split the bike trail up into two trails, one in each direction like the Cedar Lake and Kenilworth Trails. When you make this greenway a destination instead of a part of the city to be avoided it will improve this area as a place to live in.	1

Maximum green-space; consideration for the varying needs of bikers, walkers and skaters; access to water (i.e., drinking fountains) for people and pets (similar to paths around Lake of the Isles, etc.); sufficient parking at key "access points" so greenway is accessible to others without creating congestion for residents; Plenty of lighting (for safety); consideration for winter use (i.e., will trails be cleared for year-round biking? Can some of the trail be designated as cross-country ski trails? etc.).	1
My concern is safety as well as people loitering in my yard. I pick up enough garbage from the ingrates that have no respect for anyone already. I have to listen to the yelling and screaming all summer long from the scum that walk around. It will just get worse.	1
N/A. There is nothing you can do to make this project a good idea. Even losing half of the parking on these streets is a really bad idea, and will affect our property values.	1
Never heard of this	1
Nice places to sit + gardening	1
No cars	1
No motorized parks	1
No opinion	1
No preference	1
no, yes	1
None	3
None. Bikes can safely navigate these streets now.	1
not stopping traffic, picnic areas	1
Nothing will be done for residents	1
One way. Good lighting.	1
One-way bike boulevard	1
park and bike trail	1
park for the kids	1
Parking	1
Parking areas	1
Parking on the street still available.	1
Parking where cross street used to be - improved alley	1
parking, lights, pocket park	1
Parks, lights, speed bumps	1
Plenty of garbage cans and seeing mounted police patrols.	1
Police presence	1
Pool	1
Shared road and bike path for the 45th St and 44th St block. We have a garage that is only accessed off Humboldt Ave No. Most homes on this block have alley garages except my home.	1
Street parking needs to remain! My mother-in-law needs to access the front of the house because she has health issues and cannot always climb the stairs in the back of the house. However, I would be happy to see more green space, if possible, as this might help people slow down as they drive through the block.	1
support	1
the greenway is ok however we are looking at taxes which would be more	1

The traffic on the 3700 block of Humboldt Ave. N. needs to be calmed regardless of this plan. I also will not tolerate any additional vehicle traffic in the alleyway between Humboldt and Girard. Unless the alley is bisected I do not see how that will be possible with any of these proposed plans.	1
to be considerate regarding parking, half and half would be better. It's always better if people have garage space	1
Trails, speed bumps	1
trees, botanical diversity	1
trees, walking path	1
value of house	1
Very open. Well spaced trees. Few benches. No set gathering spots.	1
water play place for kids, other kids play spaces, flower gardens, vegetable garden space for residents	1
We don't want a Greenway!	1
we look onto Glen Gale park, so I don't necessarily see need for more amenities, at this point.	1
What other amenities would be needed when part of the proposed route runs parallel with a park?	1
What type of payment will be used? How quick will the snow be removed out of alleys? How will you treat the bugs? What kinds of flowers? Will there be water?	1
Who cares	2
Who would keep this up? We run this risk of having a new "bright idea" lose appeal and homeowners will be left with a blocked off street and minimal amenities.	1
why not on Humboldt? It's already a one way	1
Wide street, leave a place for cars to park	1
work on the parks we already have, activities in parks, libraries	1
would like to see the area more enjoyed for the traffic control	1
yes	2
Live within one block or on route alternative	
1 way Half and half / flower gardens between street and bike trail.	1
1/2 and 1/2 BBQ grills, walking, biking trails	1
A bike/walking path with grass/vegetation on both sides is ideal. One-way traffic separated from the path would be fine. I think the streets are too small to have 2-way traffic and a decent pathway at the same time.	1
adult recreational activities and youth, playground, public art, basketball hoops, spades, chess/domino table	1
amenities, calm traffic, boom cars	1
any	1
Any way the majority of people decide	1
BBQ picnic	1
bbq pit, picnic tables	1
BBQs, art, playgrounds, gardens	1
benches, water fountains, flower garden	1
Bigger parks	1
Bike path, nice plantings	1

bike boulevard on E of James, water fountains, city staff to maintain space	1
bike locks	1
Bike path/walking (less traffic)	1
Bike paths, pedestrian paths, water fountains, native plants and flowers. fast growing trees	1
Bike repair spot, lots of lighting	1
bike trails, art	1
bike, lights	1
Bike path, with parking on both sides of the street.	1
Bikes only	1
Biking and running path with lots of grass	1
business to spend our money and provide jobs to north side residents, "it seems like they don't care about north side", preventative out of the box methods to deter crime	1
call boxes (police) I would like to see it generate some income into the declining community. Additional garbage containers, restroom areas. coffee shop.	1
community gardens	1
community gardens to get rid of garbage	1
dedicated bike way	1
designated spots in shared lot worth considering but still prefers half and half	1
Do not build	1
Do not close off the entire street to traffic.	1
do not want greenway!	1
Don't want this	1
Drinking fountain, lights, crosswalk, security posts to call for help	1
Either half and half one-way, or full linear. would like to see the path and street maintained and planted with trees and flowers or native plants, and I would like to see that it is properly lit. (not overly, but enough to provide some safety)	1
fit with the community	1
Food	2
Full greenway	3
full greenway no cars, park equipment and garden at intersection	1
full greenway, gardens, walk way and bike way, trash cans, lights, waster features, drinking water fountains	1
full greenway, playground, BBQ, community gardens	1
Full Greenway.. No Traffic. I would like to see Sculptures, Fountains, Maps / History / Information Boards. Lots of trash bins for Dog Needs.	1
full greenway on Humboldt	1
full linear	2
Full linear or half and half. Public art additional plantings, regular bicycle-policing intervals on greenway.	1
full linear park greenway	3
full playground, BBQ, Art	1
Full street greenway, no traffic (car)	1
garden, bikeway (protected), benches, boulevard/flowers, park/playground	1

gardens public art	1
gardens, public art	1
give kids more space to play	1
Good speed	1
Green space, public art, family oriented options	1
Greenway type 1, police patrol, 911 poles for emergency, trash bins, security cameras	1
Grills on playgrounds	1
Half and half	2
Half and half model	1
Half and half whole way, not sure about amenities	1
half and half, lights, visibility important	1
Half/half street/bike path. It’s an AWESOME idea.	1
housing recreation/safer parks, gun safety courses, raise rents, cooling off/pool, kids getting out of house, encourage mix income, kids crisis center, free daycare center	1
I do not want it built	1
I do not want to shovel know on it, wheelchair accessible	1
I don't have enough information to answer this question.	1
I like the full greenway setup, with pocket parks, coffee shops, nice ride stations, connections to other trails with "road signs" (like cedar lake) and other amenities so that it feels natural to just grab a bike rather than hop in a car to do daily activities.	1
I like the full linear path cause we are bike riders! Would love plants along path and safe intersections	1
I love them all! Full linear park greenway, 2nd choice bike blvd	1
I strongly support the Half & Half Greenway with one way, one side of street parking	1
I think it good. Everything should be great	1
I would like to see lots of green space and nice landscaping. I think it would be nice to get a lot of the traffic off of Humboldt and onto some other major streets.	1
I would like to see more bike and pedestrian ways - also rerouting traffic away from children's park areas. I would like there to be restrooms and accessible meeting areas/common spaces for community gatherings.	1

I would like to see the Green Wave stretch for around 1 mile on one block east or west then go down the one block and then head south the rest of the way on another block allowing more than one avenue to appreciate the Greenway proposal, and benefits that come along with. A important stop for me that would be along the way, would be a youth or young adult geared or centered skate park area for roller blades; roller skates; & skateboards! it would be really cool to be able to design in plants a few raised garden beds as well as stone pizza grills and stone barbecue grills at each stop along the way. Of course, during hot summer days it would be great if there was some sort of kid / children friendly splash pad put up @ the most northern point of the path and the most southern point of the path creating an environment where anyone from within our outside the community areas can bring children out and play, after taking a long walk or bike ride on the pathway, or just by parking a block or few "off shoot". Maybe even adding a kiddie pool to wade in... Would be great to work with black storytellers of America in having a bonfire pit storytelling gathering area placed along the pathway, where ideally during a nice sunny morn'n / afternoon / and or evenings, people can gather around a bonfire staging area, circled, or encompassed bleacher concrete pillar seating set up around a three ring elevated podium area for storytellers / librarians / Fathers / Mothers / even youth from far and wide to come in and engage the community through parables, animation, puppet, costume, book, etc... Create a "Screening area" for "Movies in the park", forums, power points, etc...	1
I would prefer bike and walkers only but will support half and half design.	1
I wouldn't care	1
I'd love a safe way to cross Lowry. Is so dangerous.	1
if a freeway were built I would want to have no traffic going thru it! ! !	1
I'm not in favor of this greenway, no suggestions	1
Keep the sidewalks, park way thru the middle with narrow bike path. No thru traffic	1
Keep traffic down	1
kids recreation summer programming; playgrounds; kids' activities	1
kids still without play, open to south-bound half and half on Hum, Irving would be fun	1
Lanes, lights	1
Lighted-benches-recycle containers	1
like option #3	1
Lists of trees, green space, flowers. Additional parking in the rear.	1
lots of greenspace. Extra parking for residents. Water stops. Solar Roads	1
Lots of trees, street lights, and access for the police.	1
Make cars safe	1
Make it safe	1
Make very safe	1
More green space, heightened security, public art, less traffic and more amenities (small park, temporary library/free library and bicycle fix it yourself station) along the corridor.	1
More greens space, safe areas for kids, safety measures	1
More parking	1
music amphitheater	1
Need parking space	1
neighborhood gardens along greenway, let's do a mixed bag of solutions. Bring business into neighborhood	1

No car traffic and decorative gardens	1
no cars and lots of greenery I like park like plan	1
No speeding cars, playground	1
no to all	1
No traffic at all just bikes and pedestrian.	1
No traffic. Don't want to lose parking spot	1
None don't want it.	1
None! Because I like everything the way it is!	1
Not an issue, cancel the program. It is just an inconvenience set up for a few people.	1
not sure	2
not sure. Anything's good.	1
Nothing	2
nothing. No green	1
on street parking	1
One way street with parking or full Gway would be most acceptable. 2 way traffic/no parking least favorable.	1
One way with bike trail and ample lighting. Green grass with trees and other vegetation	1
one-sided	1
ONEWAY STREET WITH OFF STREET PARKING	1
Only bikes - no cars.	1
Option 1 or total greenway	1
Park	1
Park, basketball court, garden	1
parking close by	1
Parking maintained, but separate car and bike traffic.	1
parks, playgrounds	1
Parks, stores, car clean	1
picnic tables, open space for play, meet up, potluck, block parties, fire pits, basketball hoops in greenway, family activities, bocce ball	1
place on Humboldt, traffic safety, park, BBQ, playground	1
playground(s), pocket parks, BBQ/community gathering spaces (that are safe), public art please	1
playground, art, BBQs	1
playground, bbq, park/green space	1
playground, public art, BBQs	1
playgrounds, BBQ	1
playgrounds, garden space, and honey bee habitat.	1
playgrounds, public art (local wood carving, 34th & Morgan - person does this), BBQ	1
Please do not build this.	1
Ponds + fish	1
Possibility of community gardens. Natural rain water processing/ filtration.	1
public art, playgrounds, BBQ	1
Rain gardens	1

rain gardens!	1
regular street cleaning (glass and other hazards)	1
Road and bike trail	1
Slow down signs	1
Solar roads, water stops, lights, flowers, park	1
Stands for drinks and food	1
street lights, emergency phones, art, maintenance, bike cops	1
street lights/security camera	1
strong biking advocate	1
strongly disapprove, none	1
support	1
The "rent a ride" bikes would be great to have on the greenway.	1
the example looks good	1
Trees! Parks! Safe biking rest areas!	1
water fountains and benches	1
Water stations, lights, "fix it" stations	1
We do not have boulevards on our street just sidewalk no grass or trees.	1
we like they put in in walking away areas and bicycle?	1
Wider lanes for bikes	1
will be moving	1
With separate bike path, which could be on the roadway, but will not close the street to traffic nor close/block intersections.	1
Would not want it. What about people with disabilities who park or enter the front of their house. If no motorized traffic how can they get to and from their homes. Also alleys are not plowed promptly so how will people get in and out of their driveways?	1