A Report on Community Conversations, Participation and Preferences Obtained During an Initial Exploration of Greenway Concepts in North Minneapolis
Acknowledgements

We are grateful for the participation and support of North Minneapolis residents and organizations, and from the agencies and institutions who made the work described in this report possible, including:

- North Minneapolis YMCA
- Plymouth Youth Center (PYC) School
- NorthPoint Health and Wellness Center
- University of Minnesota Urban Research and Outreach/Engagement Center (UROC)
- West Broadway Business and Area Coalition (WBC)
- Hawthorne Neighborhood Council (HNC)
- Farview Park
- Lao Advancement Organization of America
- Northway Community Trust
- Marque Jensen and family
- Urban Homeworks
- Insight News and Al McFarlane, Publisher
- Councilmember Don Samuels, Ward 5, City of Minneapolis
- City of Minneapolis Public Works Department
- City of Minneapolis Community Planning and Economic Development (CPED)
- City of Minneapolis Department of Health and Family Support (MDHFS)
- The board and members of Twin Cities Greenways
- Transit for Livable Communities (TLC)

We thank the many residents and community leaders who participated in the project workshops, and shared their ideas, vision and aspirations for North Minneapolis.
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At a workshop with high school students at PYC School, in North Minneapolis
1. Introduction

Background

In January of 2011, Transit for Livable Communities and Bike Walk Twin Cities began a project to facilitate conversations in North Minneapolis to gauge the receptivity of neighborhood residents, businesses and institutions around the potential development of a bicycle and pedestrian priority corridor (a “Greenway”) in North Minneapolis.

This work, funded by the federal Non-motorized Transportation Pilot (NTP) Project, is part of efforts to improve walking and bicycling conditions in Minneapolis and surrounding communities through investments in infrastructure and planning, education and promotion.

This project builds on a vision for a network of connected Greenways across the Twin Cities first articulated by Twin Cities Greenways (TCG), and has included guiding conversations with the City of Minneapolis Public Works Department and TLC’s staff.

Project goals

The goals for this project included:
- Developing, implementing and documenting a thoughtful, honest and engaging community process for the planning and potential development of a neighborhood Greenway in North Minneapolis,
- Engaging average citizens who are not currently engaged in transportation and/or community design and planning processes, and who are members of North Minneapolis residential and business communities, especially those who are under-represented in planning processes,
- Developing and implementing a process that obtains useful guidance for project sponsors and partners, and that may be used to determine the potential and approach for next steps.

What is the NTP Project?

In 2005, the US Congress authorized a Non-Motorized Transportation Pilot (NTP) Program in four communities in the nation: Sheboygan County, Wisconsin; Marin County, California; Columbia, Missouri; and Minneapolis and adjoining communities in Minnesota.

The goal of the program is to investigate and demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load and serve as important means to address existing and projected transportation demand.
Tools and approach

In order to maximize opportunity for participation, and to foster citizen understanding of relevant issues and tradeoffs, the following tools and approaches were included as prominent components of this process:

- Visually-rich project materials, including maps, models, illustrations and photorealistic renderings, to illustrate and explain Greenway and general bicycle and pedestrian concepts
- An educational/explanatory presentation covering general bicycle and pedestrian planning topics and specific aspects of the Greenways proposal
- Orientation of project materials to average citizens who are not currently engaged in transportation and/or community design and planning processes
- Culturally appropriate accommodations for key audiences as needed
- Development and administration of a survey that gathers relevant participant information, including demographic characteristics, travel behavior, and attitudes and opinions about the project
- Development and administration of a small group workshop activity that fosters participant understanding of the Greenways proposal and that efficiently gathers participant reactions, recommendations and ideas
- Analysis of survey responses to help policymakers and project sponsors better understand specific issues relevant to North Minneapolis communities and non-motorized transportation

Project results

Ten “small group” community workshops (with a goal of ten to twenty participants per workshop) were convened in coordination with North Minneapolis institutions.

Approximately 200 people participated in the workshops. A total of 171 surveys were collected from participants and analyzed, along with more than 800 comments gathered from 27 boards developed by participants working in small groups.

Project results and analysis can be found in Section 4 of this report.

NTP Project Goals

Ultimately, the NTP Project seeks to pilot and demonstrate tools and solutions that can effect significant modal shift from driving to walking and bicycling, and concomitantly produce other benefits, including

- Reduced energy use
- Cleaner air
- Less traffic congestion
- Healthier people

What is TLC’s role in the NTP?

Transit for Livable Communities (TLC) was designated by congress as the administrator of the NTP Project in Minnesota. Bike Walk Twin Cities is the program created by TLC to implement the NTP in Minneapolis and surrounding communities.

Bike Walk Twin Cities is using a number of different strategies and programs to move the NTP Project forward in our area. These strategies include funding planning, operations, and infrastructure projects in metro-area municipalities, and implementing an education and promotional effort.

This Community Facilitation for Greenways project is part of the educational, promotional and planning work contemplated in the NTP Project.

More information on Bike Walk Twin Cities can be found at www.bikewalktwincities.org
At a workshop with Hmong seniors, at Lao Advancement Organization of America, in North Minneapolis
2. Project Methods and Materials

Tools used

Three principal educational, research and facilitation tools were developed and used in this project:

1) An educational presentation, making use of renderings, maps, and other illustrations to explain project concepts
2) A survey instrument, used to gather individual participants’ responses and attitudes during and after the presentation
3) A small group board exercise, to foster interaction and learning among participants, and to collect group preferences and questions regarding each alternative.

A brief overview of each is given in the sections below.

Presentation

A presentation, making extensive use of illustrations, before-and-after photo-realistic renderings, 3D computer models, maps and animations, was developed to guide participants step-by-step through the different Greenway configurations envisioned for a potential Greenway in North Minneapolis, which range from a “Bike Boulevard” implementation to a full “Linear Park,” with an intermediate option presented as the “Half and Half,” which created a linear park through half of the street.

An important consideration for the presentation was to include extensive discussion of trade-offs associated with each of the alternatives so that participants could adequately gauge the appropriateness of each configuration for their community. Some of the trade-offs that were discussed while providing an overview of each alternative include:

- Impacts on automobile circulation and access,
- Impacts on on-street automobile parking,
- Bicycle and pedestrian circulation advantages and disadvantages of each alternative,
- Emergency access impacts,
- Winter maintenance and related considerations.

The presentation clearly stated the purpose for the engagement, and reassured participants that their guidance and the results of this facilitation project would help determine whether or not to move forward with this idea.

A copy of the presentation can be downloaded by clicking on this link.

**Sample of illustrations provided in the presentation**

Some of the images used to explain options and alternatives as part of the presentation are included below:

- "Linear Park” Greenway concept (as before-and-after illustration)
- "Half and Half” Greenway concept (image by TC Greenways)
- View of a “pocket park” opportunity at a truncated intersection
1. *Existing North Minneapolis residential street*

2. *“Bike Boulevard” Greenway treatment*

3. *“Half and Half” Greenway treatment*

4. *Full “Linear Park” Greenway*
Survey instrument

A survey was developed to obtain participants’ demographic characteristics, to discover their travel habits and attitudes toward non-motorized transportation, and to collect their ideas, opinions and reactions to the Greenways concept.

The twenty-three question, four section survey was administered at designated spots during the presentation, in order to break up its length, to avoid confusing participants by asking questions about options that had not been fully explained yet, and to improve the rate of completion for all sections.

The survey included multiple choice and free-form questions. Respondents wrote their replies on paper, and individual responses were then entered on electronic survey software, which facilitated analysis and recordkeeping.

A copy of this project's survey is included in the Appendix, and can also be downloaded by clicking on this link >

A spreadsheet with all responses received is available for download here >

A total of 171 surveys were received and processed. Results are compiled and analyzed in Section 4 of this report.

Small group board activity

An interactive small group activity was developed to foster participant understanding of the Greenways concepts and trade-offs related to each. A laminated board showing the three main concepts (Bike Boulevard, “Half and Half,” and “Linear Park”) included questions relating to participants’ likes and dislikes for each.

This activity took place immediately following the presentation. Detailed instructions, including images and animations, were provided in the last slides of the presentation.
Participants were assembled in groups of four to six people, where they could work together (or individually, for the initial portions), to provide their responses.

Participants first used Post-It notes to record individual responses and placed them under space provided for that purpose under each of the alternatives.

Following this part of the activity, the group as a whole was asked to answer two questions related to their overall impression of the concepts. The questions were:
- If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose? Why?, and
- Which is your group’s favorite Greenway alternative? Why?

After completion of this activity, a representative from each table was asked to briefly explain their group’s response to either of the final questions.

Following this the workshops would end with brief closing words and dismissal of participants.

All the Post-It notes were collected and organized, and were later transcribed. All the board activity comments received at each workshop are presented in Section 3 (“The Community Workshops”) of this report as part of the summary of each of the ten workshops conducted.

A copy of the small group workshop board can be downloaded by clicking on this link >
3. The Community Workshops

Summary

A total of ten workshops (as well as an internal “kick-off” workshop with project sponsors) were held as part of this project.

The primary purpose of the workshops was to ensure that the ideas, opinions and reactions of a sufficiently representative cross-section of North Minneapolis residents and businesses were obtained in order to provide effective guidance to project sponsors and partners as they consider which (if any) next steps are appropriate for this initiative.

Outreach

A vigorous outreach effort was conducted for each of the workshops in order to directly work with a wide variety of institutions and secure venues that would allow the project team to engage a broad spectrum of populations. As a result, the workshops included the participation of a diverse sample of North Minneapolis communities, including homeowners and renters, members of ethnic and cultural communities, and residents, business owners, and representatives from area institutions.

Participation

Consistent with the focus group dynamic that was sought for this process, a participation goal of ten to twenty attendees was identified for each workshop.

A total of approximately 200 participants attended the workshops, with 171 surveys completed and recorded (the discrepancy between attendance and surveys may be due to two observed factors: participants that were only able to attend only a portion of the workshop, and the engagement of populations with limited English proficiency, who sometimes worked together in a small group with a translator or designated scribe).
**Workshop dates and venues**

Workshops were held at:

<table>
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<th>Workshop</th>
<th>Place / Institution</th>
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<td>North Minneapolis YMCA</td>
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<td>2</td>
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<td>7</td>
<td>Lao Advancement Organization of America</td>
<td>06/01/11</td>
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<tr>
<td>8</td>
<td>Northway Community Trust (at UROC)</td>
<td>09/26/11</td>
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<td>Block Club house party</td>
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<tr>
<td>10</td>
<td>Urban Homeworks</td>
<td>10/03/11</td>
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**Results**

Results obtained in the small group activities at each workshop are provided in this section, grouped by workshop.

Results obtained from the surveys administered at each workshop can be found in Section 4 of this report.

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**How helpful was this process for participants?**

An important goal for this process was to provide clear and helpful information to help participants understand the costs, benefits and trade-offs between different Greenway alternatives.

To measure participants’ satisfaction with the process, a question asking participants to rate their satisfaction with the process was included with the survey:

Q4-4: Participants’ response to “This process of public participation helped me understand the Greenway concept”

![Survey Results Chart]

A total of 134 participants provided answers to this question:

- More than nine out of every ten respondents (93%) agreed or strongly agreed with the question’s statement and indicated that this process was successful in helping them understand the Greenway concept
- About one out of every thirty participants (3%) disagreed with the statement, with no participants expressing strong disagreement

Additional results from the survey can be found on Section 4 of this document.
Workshop 1

North Minneapolis YMCA

Summary
Workshop 1 took place on Thursday March 31st at the North Minneapolis YMCA, located at 1711 West Broadway, in North Minneapolis. Arrangements for the workshop were initiated by Ariah Fine, member of TC Greenways.

The intended audience for the workshop was the YMCA's newly formed "Youth Advisory Council," which brings together elementary, middle, and high school students to participate in development and policy issues affecting North Minneapolis.

Number of participants
The workshop was attended by eight participants from the YMCA, as well as two representatives from TC Greenways and one representative from TLC. The eight YMCA participants included six students in 4th and 5th grade, one high school student, and one young adult in charge of the class. Additional high school-age participants did not attend due to a conflict with a competing activity.

Sample survey results
A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Age of participants: The average age of all participants was 16 years old
- Household size: 4.15 persons
- Household does not have access to an automobile: 10%
- Residential zip code: 55411 and 55412: 80%
What would help you walk more often?
- If there was a safe way to walk around
- A bike trail
- To be sunny outside and to be safe
- Walking with friends
- Living closer to friends
- More crosswalks
- Safer sidewalks/trails
- Safer ways to cross street
- Be around safe streets
- Fair weather
- What would make me walk more often is to fake like my car is broken and then I can walk

Responses from the workshop boards
Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

Bike Boulevard
What do you like about this design?
- Speed bumps are too slow. Slow people down
- Because it has a park and a trail

What you do not like about this design?
- Hard for people to walk around
- Weed shrubbery in the roundabout
- I don’t like it because it is not changing the road.
- nothing
- I don’t like it because it has not changed.

How could this design be improved?
- Take roundabout out or to another way to slow cars down. More speed bumps.
- More changing and fixing up to make it better
- Have more design

The "Half and half"
What do you like about this design?
- I like it
- I like it because it can have cars still driving
- Because people can ride their bike and people can drive their car
- Cars can drive
- Bikers do not have to share roads with drivers
- I like it
- Cars, bikers and people.. you can so different ways
- People can park in front of the house. People won't loose their street. Easier for fire and emergency vehicles. More space.

What you do not like about this design?
- I like the way it is design
- Nothing
- One way streets makes greater distances some streets will need through ways
- How could this design be improved?
- A car could go through the curve at night
- Have a park
- No improvement
Full Greenway / Linear Park

What do you like about this design?
• It is a good place to walk a dog
• I like the playground
• More room to ride a bike in case you fall. Safe, works pretty, more green for flowers, and gardens.

What you do not like about this design?
• Because you can't park cars.
• They won’t be able to park
• Cars would have to detour
• Nothing
• No way for cars to go. Parking is difficult, and must park away from home. Too many bushes, safety issues from pedestrians not being seen

How could this design be improved?
• It is a long Greenway.
• Letting cars park
• More space for cars to park and drive, more like half and half.

Summary questions

If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?
• Greenway, You won't have to worry about people driving and it's safer.
• Half and half. All the paths you need for cars, bike, people. Not as expensive as linear.

Which is your group's favorite Greenway alternative? Why?
• Half and half: Cars, bikes and people can enjoy this one. More people in neighbors would like. 
• Half and half better: Because cars would be able to park. Bikes and walkers would be separated from vehicles.
**Workshop 2**

*Plymouth Youth Center (PYC) School*

**Summary**

Workshop 2 took place on Wednesday April 6 at Plymouth Youth Center (PYC) School, near the intersection of Broadway and Penn Avenue in North Minneapolis.

The audience for the workshop was made up of students in teacher Sara Fugarino's first, second, third and fifth period classes. The classes were combined into a first session (with the first and second period classes) and a second session (with the third and fifth period classes). Ms. Fugarino's classes were studying history and urban development.

**Number of participants**

The two workshops were attended by a total of about 60 students, two teachers, a teacher's aide, and one representative from TC Greenways. The participating students were enrolled in 9th and 10th grade.

**Sample survey results**

A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Age of participants: The average age of participants was 17 years old
- Household size: 5.3 persons
- Household does not have access to an automobile: 49%
- Residential ZIP code: 55411 and 55412: 72%
What would help you walk more often?

- Better walking routes
- Safer routes
- Having more local business to walking distance
- If we had a better sidewalks and roads I would see myself walking more
- A great weather, more walkways and bikeways
- Safe places to walk
- If they stop driving buses and cars
- I would walk more if it was hotter outside
- Nothing much because I am always walking
- If my friends want to walk with me because I don't want to walk alone
- Motivation and water
- Music, phone, and friends
- Better access /closer proximity
- Places that are close to my house

Responses from the workshop boards

Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

Bike Boulevard

What do you like about this design?

- Cars and bikes can work together
- Safer for younger kids because it has slower traffic
- More bikes could be used everyday
- People and cars share the road
- Least expensive
- Slows downs the traffic with less crashes
- Bikes can get around
- Less cars
- Riding a bike in the street
• It looks peaceful
• I like it, because it is normal
• There is more space
• It is car friendly

What you do not like about this design?
• Some bikers might get injured by cars
• Too simple and plain
• Less space to park
• The gangs around
• That is not a normal street
• Might not promote bike riding as much as the Greenway
• Cars and bikes are too close to each other
• Not enough change
• Needs more space for bikers
• Looks like it is too fancy but will use up too much money
• The bikes are in the cars’ way
• Bike/car accident may increase
• I don’t like the diverter in the middle, it is not safe

How could this design be improved?
• Instead of speed bumps put slow down sign for children
• Make stop lights because some reckless drivers are blind
• It could be improved by putting a bike trail
• Make a bikeway
• Add more to it, like obstacles, road blocks
• Put more bike signs
• May confuse people
• Make it safe
• To have strict rules around the area
• Bikes and walkers have their own lane

The "Half and half"

What do you like about this design?
• Limited turns
• Both ideas combined
• Cars and bikes share the road
• Good compromise
• Nice views
• Feels safe
• Fast implementation
• Cheap
• I get to ride my bike more often
• I think it will provide transportation for the bike riders and people who drive
• I like how traffic can get through on streets
• I like that it curves
• It’s green
• Easy way for riders to be on the streets
• Parking
• More walking and biking spots
• The bicyclists have better access and it is safer
• How cars don’t come into contact with the bikers
• I like that carways and bikeways are separate
• It’s reasonable
• That people don’t have to endanger themselves near cars
• I like how it’s split up
• Better for the environment
• Efficient for both sides
• It makes the street interesting
• I like that the half and half is bike friendly as well as car friendly
What you do not like about this design?

- Cars won’t be able to park out front
- Makes it harder for cars to travel or move around
- There is limited parking
- Makes the road smaller
- Detours having to go around the blocked path
- It’s a death trap
- It’s not as easy to park your car
- Sharp corners to turn
- That you can’t cross
- The biker riding
- It’s not really a park. It’s like a walkway

How could this design be improved?

- Put in a traffic circle too so it’s like putting all of them together
- Make a bridge overpass
- Crosswalk and stop signs
- Every few blocks make a car crossing available
- Make it a one-way street
- Add a park
- Make police bikers
- By having a way for cars to cross
- Stoplights for bikes
- Parking
- Corner store

Full Greenway / Linear Park

What do you like about this design?

- Very pedestrian and bike friendly
- I like the whole parkway thing
- I like how it end traffic and it can get you to your destination quickly
- Flows
- People feel safe to walk and get along
- It is really peaceful
- Positive space for family homes
- It is pretty
- Safe and fun, environmentally friendly
- It has more trees and space for walking
- Have a safer area for kids to play and for adults to relax
- I like this design because you can watch your kids play in the park
- Ride is safe
- Community can communicate
- Easiest for bike riding and walking
- The cars and bikes do not come into contact
- One whole street dedicated to bikes and people
- That it has parks
- It has parks for little kids
- People could ride bikes more
- You don’t see too much of this in the Northside
- The idea of being able to go to a park outside my house
What you do not like about this design?
- Cars will be blocked off
- Would not like this in front of my house
- How would fire trucks get to a burning house
- I don’t like the streets on the side
- No access to front of houses by cars
- I don’t like how the grass is in the center of the street
- The park is not safe in North
- This one is a hazard! Stop!
- Cars will not be able to drive down the street
- No places to park if you are having a party
- Inconvenience for families who drive, emergencies, and constructions
- It may cause more traffic
- That there is no parking places out front
- It is expensive
- It is harder for cops to get through
- Homeless people will migrate over there
- It doesn’t look nice
- I don’t like the linear park because it is taking too much space

How could this design be improved?
- Make it safe
- Emergency lanes
- At some intersections allow car crossing
- It needs a street at least because you might have to do much in order to get to your house
- Lots of lights posts with solar energy
- Police posts with buttons alerts
- Tunnels under the bike paths for cars
- Places to park
- Less grass and trees
- Give small shortcuts for cars
- Take one of the parks out
- Emergency stations
- To have a place for people to park near their house
- More space to play sports and for kids to run around

Summary questions
If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?
- Half and half easier to make and less expensive. It is easier to change the structure
- Half and half is the best looking
- Linear Park
- Half and half, because it separates the bikes from the pedestrians, and them from the traffic. I don’t like when people ride bikes on the street next to the cars
- Either the Half and half or the Full Greenway, because you don’t have to worry about cars
- I would go with the Half and half because it gives room for both bikes and cars, and I will feel safer because there is someone to get help from.
- The Half and half because it looks more safe
- The Half and half because what if you have to ride fast? With this option you won’t be in the way of cars and you won’t get hit
- Linear park/ Full greenway
- We would pick the bike boulevard because is safer for younger kids
- More security before people can walk around freely
- The full Greenway because there are no cars
- The Half and half won’t have to worry about traffic
- The Half and half (We like it is the best)
Which is your group’s favorite Greenway alternative? Why?

- The Half and half, cars don’t come into contact with bikers
- Half and half it is safer and works the best for both cars and bikes
- The Half and half is more safe
- The Half and half is our favorite choice because it gives a fair grounding for cars and for bikers or walkers
- The Half and half because bikes and cars can ride
- Half and half because it doesn’t interrupt the flow of traffic and the bike trail. People can still access their homes.
- We all like the Half and half because it has a bikeway, a car way and it looks safe!
- Half and half because it is a different design, you don’t see it everyday, it is unique.
- Half and half
- We all agreed Half and half
Workshop 3

NorthPoint Health & Wellness Center and Northside Resident Redevelopment Council (NRRC) at NorthPoint

Summary
Workshop 3 took place on Thursday April 7 at the NorthPoint Health & Wellness Center administrative building located at 1315 Penn Avenue North, in North Minneapolis.

The intended audience for the workshop was NorthPoint Inc. and Northside Resident Redevelopment Council (NRRC) members and community contacts. Due to low participation, the workshop activities were modified to include a larger segment of back-and-forth conversation with attendees.

Number of participants
The workshop was attended by two participants from the intended audience, as well as one representative from TC Greenways.

Sample survey results
A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Household size: 1.0
- Does not have access to an automobile: 0%
- Residential zip code: 55411 and 55412: 100%
Workshop 4

*Neighborhood leaders and representatives from community organizations - at UROC*

**Summary**

Workshop 4 took place on Tuesday April 12 at the University of Minnesota Urban Research and Outreach/Engagement Center (UROC) located at 2001 Plymouth Avenue North, in North Minneapolis.

The intended audience was neighborhood leaders and participants designated by community and neighborhood organizations. Twelve RSVPs were received ahead of the workshop. A simple meal (buffet tray from Holy Land Restaurant) was provided and advertised ahead of the event.

**Number of participants**

The workshop was attended by eleven participants from the intended audience. Representatives from TLC and TC Greenways were not able to attend.

**Sample survey results**

A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Age of participants: The average age of participants was 48 years old
- Household size: 2.5 persons
- Does not have access to an automobile: 0%
- Residential zip code: 55411 and 55412: 82%
What would help you walk more often?
- Currently I work and go to school full time. It leaves me little time for leisure activities
- Safe pathways to walk and/or ride
- In winter mild temperatures and dry sidewalks
- A straight, well-lit convenient path where I don't need to deal with busy traffic and fast cars. I have small children and need safety and convenient access to paths
- Proximity to my home and a safe place to walk by oneself without fearing criminal activity
- Somewhat concerned about safety in certain parts of the community. I tend to drive to the River Road and walk the paths there
- Just having more time and more access to alternate walking routes (other than Wirth Parkway)
- We live near Victory Memorial Drive so we use that almost every day
- Time off from work!
- Less trash, less crime, a feeling of safety, beautiful surroundings
- Shower at work. Practice. Others walking.

Responses from the workshop boards
Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

Bike Boulevard
What do you like about this design?
- Slow traffic down
- Safer intersections
- It might be a good place to start
- Preserves current streets saving money
- Is the least expensive option
- Diverters not a good idea because we have angry and impatient drivers
- Proximity of bike lane to houses
• You can watch your children
• Slows cars down, but cars still have access
• Keep open access for all forms of transit
• Easiest to sell to affected neighborhood
• Easiest to implement
• It is feasible
• It seems that it would add a sense of safety to the neighborhood

What you do not like about this design?
• Bicyclist shares the road with drivers
• Not safe for young children
• No increase in green space
• It is not a greenway
• Emergency vehicle access
• Bus drivers sometimes pull too close to cyclists
• Roundabout [traffic circle] is difficult to understand
• Traffic would not be impacted or slowed very much
• Looks hard to plow (snow removal)
• May be more expensive to maintain

How could this design be improved?
• Zebra crossing helps direct traffic
• Crosswalk signals
• Overpasses
• Buy in from non-bikers
• Divert traffic from some intersections so non-local traffic chooses other routes
• Bike police patrols
• More lighting
• Turn it into a full greenway

The "Half and half"

What do you like about this design?
• This is a plan that more residents would probably support because it does not disrupt access to their front yard
• It is a good middle ground because it is not as expensive and as disruptive as a Full Greenway/Linear park
• It is safer than the bike boulevard that has bikes and cars
• Separates cyclist from cars
• Park and cycle opportunity
• Slows traffic

What you do not like about this design?
• I don’t like misleading dead ends
• Could be confusing for drivers to find their way
• Either you do a Greenway or you don’t
• Questions about EMT support

How could this design be improved?
• Use only when necessary
• Connect with LRT system and bus systems
• Have a variety of choices thorough out. For example, one block of the full Greenway, one block of Half and Half, two blocks of bike boulevard
**Full Greenway / Linear Park**

**What do you like about this design?**
- Uninterrupted
- Safe
- No car parking
- May increase use of public transportation
- Decreases carbon footprint
- Pretty
- Less gas
- May improve property values
- Increase green space
- Bike and pedestrian safe
- No cars
- Fun
- A real Greenway
- Family and child friendly
- Most visible

**What you do not like about this design?**
- Crime rates (assaults, robbers)
- Potential controversy with traffic diverted to surrounding streets
- Potential costs - potential property tax increases
- Milwaukee Avenue feels like a private park, and feels unwelcoming
- Construction time
- Visitor parking

**How could this design be improved?**
- Keep the Greenway welcoming to the public. Size will help this
- Pocket parks
- Gardens needs to be well though out to promote good legal activities
- EMT/ Safety
- Wider sidewalks
- Lighting
- Patrols
- Call Stations
- Alternate half and half with linear parks
- Additional hydrants

**Summary questions**

*If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?*
- Full Greenway / linear park because is safer. There is not risk of traffic and it is easy to travel
- Half and Half
- Full Greenway - Family affair

*Which is your group’s favorite Greenway alternative? Why?*
- Full Greenway/linear park because it is an urban park that adds green space, and value to city living
- Half and Half
- Half and Half because it is more feasible and practical for people living on adjacent blocks to the bikeway
Workshop 5
“Dessert with Don” at RS Eden

Summary
Workshop 5 took place on Monday April 25 at the RS Eden Building located at 1931 West Broadway, in North Minneapolis. It was included as part of the City of Minneapolis Ward 5 Councilmember Don Samuel’s “Dessert with Don” Community Meeting.

Dessert with Don is a monthly gathering organized by Councilmember Samuels to reach out to his constituents. CM Samuels gave a brief update about various issues in his Ward followed by announcements by the community. The Greenways Workshop took place following the announcements. Dessert and light snacks were provided to participants by the office of Council Member Samuels.

Number of participants
The workshop was attended by fourteen participants from the intended audience as well as two representatives from TC Greenways. Three RSVPs were received prior to the workshop.

Sample survey results
A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Average age of participants: 56 years old
- Household size: 2.3 persons
- Does not have access to an automobile: 14%
- Residential zip code: 55411 and 55412: 71%
What would help you walk more often?
- If I had a less complicated schedule and someone to walk with, if for recreation
- More destinations closer
- Safe, accessible and specific paths for such
- Friendly neighborhood streets
- Self motivation; personal scheduling
- Time off from work!
- No ice in the winter. In summer having the time
- More businesses in walking distance

Responses from the workshop boards
Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

Bike Boulevard
What do you like about this design?
- Traffic calming
- Potential for artwork
- Lease interruption to existing streets
- Lowest cost
- Less community resistance potentially
- Could be completed right away
- Access for emergency services

What you do not like about this design?
- Traffic and bikes in same area
- Nothing
- Still a lot of vehicle/bike close contact

How could this design be improved?
- Presentation could [offer] more options for bike boulevard
• Artistic crosswalk
• Mix with other options
• Designate areas with guard rail and striping

**The "Half and half"**

**What do you like about this design?**
- There is still parking
- Creates a neighborhood feel
- Flexible for all
- More plausible for a longer stretch of road

**What you do not like about this design?**
- Don't like diverters because they are often not maintained and are easy to run into
- Provides some safety for bikes but perhaps not as much for walking
- Not likely to succeed
- Concern for emergency access
- Half good because it is only a half park
- It would be hard to get through the neighborhood
- Could be confusing without signage
- All ages have different needs

**How could this design be improved?**
- I like the idea of alternating options
- Urban agriculture
- 10 blocks of half and half, then bike boulevard, and then meet up with 26th Ave bike lane
- Add signage to direct cars

**Full Greenway / Linear Park**

**What do you like about this design?**
- Safety
- Quiet perhaps
- Increased property values
- If I lived in front of a greenway, I'd be happy
- Go all the way! Just do it.
- It is the most bike/walk friendly option
- It is a real park
- Special corridor and place to live
- I like that it would encourage people to be outside

**What you do not like about this design?**
- No parking for family gatherings, for unloading the groceries, and for when my older parents visit.
- Could limit accessibility for emergency vehicles
- Lack of parking could make it hard to gain acceptance
- Not likely to be implemented if it blocks intersections
- Most intrusive
- Most resistance most likely
- Most expensive

**How could this design be improved?**
- Parking pockets
- Turn alleys into bikeways
- Urban agriculture in green areas
- Full greenways but open at the intersections
- Encourage people who want to live near a greenway to move there before building it
- Maintain capacity for fire trucks and large emergency vehicles
- Safety concerns- maybe add surveillance cameras
Summary questions

If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?

- Full Greenway
- Half and Half
- Full Greenway

Which is your group’s favorite Greenway alternative? Why?

- Half and Half
- Full Greenway
Workshop 6

West Broadway Business and Area Coalition (WBC) and Hawthorne Neighborhood Council (HNC) at Farview Park

Summary

Workshop 6 took place on Tuesday May 3rd at the Farview Park Recreation Center, located at 621 29th Avenue North, in North Minneapolis. This workshop was cohosted by the West Broadway Business and Area Coalition (WBC) and the Hawthorne Neighborhood Council (HNC). Each organization invited their members, staff and boards to the event. A wide range of other community members and organizations were informed about the event as well. Dinner was provided by TLC.

Number of participants

The workshop was attended by eight participants from the intended audience. Additionally, there were three representatives from TLC BWTC and one board member from TC Greenways. Eleven RSVPs were received prior to the workshop.

Sample survey results

A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Age of participants: The average age of participants was 32 years old
- Household size: 2.6 persons
- Does not have access to an automobile: 29%
- Residential zip code: 55411 and 55412: 29%
What would help you walk more often?
- Living closer to my job
- More time in my daily life!
- Having a dog
- Having a walking group
- More river walks
- Nothing, I usually have too much to carry or don't leave enough time for walking to a destination.
- Proximity to amenities

Responses from the workshop boards

Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

Bike Boulevard

What do you like about this design?
- Integrates into existing streets
- Seems to meet safety goals most quickly
- Provides some greening
- Would appear to be the most palpable to everyone involved
- Car traffic is maintained but slowed down to promote bike and pedestrian safety
- Keeps intersections open to motor vehicles

What you do not like about this design?
- Doesn't create dedicated bike lanes
- Islands need to be big enough to be noticed and safe
- More designs are possible (curb bump outs)
- Does not promote green space to improve neighborhoods
How could this design be improved?
- Would maintenance of bike boulevards be improved over how bike lanes are maintained now?
- Implement more design features
- Take advantage of types of roundabouts, etc
- More variety in design
- Take sidewalks boulevards, and convert to dedicated bike and walk paths

The "Half and half"
What do you like about this design?
- Seems flexible
- Could have a few blocks of this and bike boulevard
- Not all or nothing
- Sustainable design
- Safety vehicles access seems better than Full Greenway
- Physically promotes bike travel with separate bike lane that also improves street aesthetics
- Cars are still allowed
- Separates bicyclist from traffic
- Leaves some motor vehicle residential street access

What you do not like about this design?
- I don’t understand how often the odd intersection would occur
- Seems confusing at intersections for traffic flow
- Still lots of pavement
- Who maintains skinny green-strip?

How could this design be improved?
- Look at how alley conditions help/hurt the proposal
- Striped lane and one way traffic, not with additional barrier

- Open intersections for motor vehicles put stop signs that give bikes and pedestrians the right-of-way
- This would be a good idea adjacent to a major north-south street

Full Greenway / Linear Park
What do you like about this design?
- Priority to the bike/pedestrian
- Increased green space
- Transformative
- Promotes biking and walking greatly
- Provides green spaces and parks safety
- Improves neighborhood aesthetics
- Safest - no traffic - would feel most comfortable for children to ride on
- Provides most space for urban agriculture, rainwater gardens
- Best redevelopment potential

What you do not like about this design?
- Completely eliminates vehicular traffic (except alleys or emergency vehicles)
- More expensive
- Probably will have most resistance
- Litter
- Kind of delegitimizes bikes as a vehicle on the road
- I would probably not like to be the homeowner who does not have access to front parking
- Does not look at the larger context
- Too many barriers
- What happens to car traffic?
- No street parking
- No access for emergency vehicles
How could this design be improved?

- Community gardens
- Put the bike intersection model at major streets for the linear park
- Create access where cars can park near intersections
- Would it become more of a barrier? Design to avoid this.
- Choose an existing corridor to repurpose and don’t break up the neighborhood with this Greenway that would create new barriers.

Summary questions

If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?

- Bike boulevard, but how are the intersections treated? What are the amenities along the way?
- Full Greenway because it’s the safest to bike on

Which is your group’s favorite Greenway alternative? Why?

- Half and Half
- Hybrid between bike boulevard and Full Greenway because the Full Greenway promotes maximum green space, but needs more intersections for cars to cross.
Workshop 7
Lao Advancement Organization of America

Summary
Workshop 7 took place on Wednesday June 1st at Lao Advancement Organization of America, also known as Lao America, located at 2648 Broadway Avenue, in North Minneapolis. Lunch was provided by TLC but ordered by the host organization from a local Thai restaurant that serves Laotian food.

Number of participants
The workshop was attended by thirty-six participants from the intended audience. Additionally, there was one representative from TLC / Bike Walk Twin Cities and one board member from TC Greenways. This workshop took place as part of a regularly occurring lunch event for local Hmong and Laotian elders that takes place about once a month with a presentation or educational program from the community. Only regularly attending participants were invited to take part in the workshop.

Several participants had limited English language proficiency. Translation of the presentation, survey and workshop activities was provided by the hosts.

Sample survey results
A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Age of participants: The average age of participants was 61 years old
- Household size: 4.1 persons
- Does not have access to an automobile: 44%
- Residential zip code: 55411 and 55412: 26%
What would help you walk more often?
- A safe trail
- A walk way
- More people walking
- I need more safety
- More Sidewalks
- I already walk for most of my trips

**Responses from the workshop boards**

Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

**Bike Boulevard**

**What do you like about this design?**
- Least expensive and fastest to improve
- Cars can go around
- Because you can go around by bike
- Safe for walking and crossing street
- Good for walking and driving
- It makes the cars slow down
- I like the medians
- Safer because it slows traffic
- Communities might be more likely to approve this one because they can still drive and park on their street

**What you do not like about this design?**
- Because you do not separate cars from people
- Restricts intersections
- Lots of traffic
- Cars will dominate
- Bikes and autos share the same roadway
How could this design be improved?
- I would like to have flowers in the diverters

The "Half and half"

What do you like about this design?
- I like this one the best
- Separate car and walkway
- Seems safe
- There are no accidents because cars and people are separated
- Bikes are allowed
- I like it because it is easy to drive but bikes are safe too
- Because it is better for bike riding
- I like the trees
- Car parking still there
- Like that cars can be on the road, but is separate from bikes
- Good for walking
- Like that you share with bikes, peds and cars
- Access for cars is easy to houses
- I like that I can go slow
- Because it has access for ambulance
- Like having a safer place to walk
- Easy to travel

What you do not like about this design?
- Inconvenient and confusing for drivers
- Doesn’t like that there are cars
- I don’t like that the streets are one way
- How could this design be improved?
- I would like to have flowers in the separation for beauty
- Have cars and bikes go straight together. Parallel through intersections.

Full Greenway / Linear Park

What do you like about this design?
- Good for kids
- Families in homes will have more space to cook out or grow vegetables
- It’s cool
- Two way paths for bikes
- Safety
- It’s easy for cyclists
- That you can walk comfortably
- Likes that you can walk and bike with no cars
- Beautiful
- I would love to open the door and let the kids out and not have to worry about cars
- It makes me happy to see gardens and flowers
- We like to garden and want to see everything beautiful
- I like it because I could go bbq in the driveway
- Trees and flowers
- Everyone can go around safely

What you do not like about this design?
- In case of emergency, we don’t want to destroy the gardens
- Not safe because police can’t get in
- Excludes cars. Only for walking and biking
- Some members of the community would be less likely to accept it because they have to give up access to the street in front of their homes.

How could this design be improved?
- How do people access their cars?
• What would emergency vehicles do?
• How can fire engines get into the path without destroying the gardens?
• Could people be happy with accessing their homes through the alley?
• Could security be added?
• Put it at 23rd and Sheridan
• Have a place for bike repairs

Summary questions

If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?
• Full Greenway
• Half and Half
• Full Greenway
• Half and Half
• Full Greenway

Which is your group’s favorite Greenway alternative? Why?
• Full Greenway
• Half and Half
• Full Greenway
• Full Greenway
• Bike Boulevard
• Full Greenway; and Half and Half
Workshop 8
Northway Community Trust (at UROC)

Summary
Workshop 8 took place on Monday September 26th at UROC, located at 2001 Plymouth Avenue North, in North Minneapolis. It was sponsored by Northway Community Trust. Dinner was provided by TLC and ordered from Chipotle Grill as requested by Northway Community Trust.

Number of participants
The workshop was attended by 18 participants from the intended audience. Additionally, there was one board member from TC Greenways present. This meeting is a regularly occurring event that takes place once a month and is part of a community listening session series. Regularly attending participants were invited to take part in the workshop.

Sample survey results
A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Age of participants: The average age of participants was 38 years old
- Household size: 2.3 persons
- Does not have access to an automobile: 28%
- Residential zip code: 55411 and 55412: 67%

What would help you walk more often
- Less meetings
- Better street lighting
- Culturally friendly images
• Less crime in my neighborhood (drug deals and gang violence)
• If there was a walking path in close proximity to my house with access to parks and places of interest (businesses, grocery stores, etc)
• [If] work was close to home

**Responses from the workshop boards**

Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

**Bike Boulevard**

**What do you like about this design?**
- Traffic calming
- Alternative for commuting
- Makes biking more safe
- Makes biking a more viable option
- Make available to all areas
- Good traffic calming mechanism (roundabouts [referring to traffic circles])
- Easy and fast to implement
- Like the multi use (cars, pedestrian, bikes, access for residents, and stop light)

**What you do not like about this design?**
- People not understanding the intersections
- Light rail, buses and cars can’t be taken out. The buses do not create disruption and light rail has an impact

**How could this design be improved?**
- Bike traffic control
- Speed limits
- Streets should be wide
- Would like to see cultural landmarks in the middle of the boulevard
The "Half and half"

What do you like about this design?
- Keeps the possibility for emergency vehicle
- I think it would be good for a non-busy street
- No access for cars
- Multi use of trails/cars on same road with Greenway divider
- Partial to allow other transportation

What you do not like about this design?
- Bikeway fence
- Lighting and safety
- Restricts traffic in an already restricted area of only 51 blocks long
- Safety of residents
- Maintenance
- Lack of lighting
- No signage
- No images or flowers within dividers.
- Better landscaping

How could this design be improved?
- Increase lighting/signage
- Better landscape
- Signs for local businesses on each block - like on highways
- Widen streets or tale half space for walking only

Full Greenway / Linear Park

What do you like about this design?
- Family friendly
- Increase of green space
- No issues with cars
- The creative stuff - gardens parks
- Brings the community together
- Creates green environment
- Creates more usage for space

What you do not like about this design?
- Restrictive of most vehicular access
- Decrease in parking and disruption of traffic
- Restricts Bus
- Restricts transportation in an already restricted area. Also a small area of 51 blocks long
- Keeping up access for business
- High probability of crime

How could this design be improved?
- Humboldt Avenue is the best option
- Should not be on Fremont, Emerson, Lyndale, or Penn
- Mounted police bikers and lighting
- Landmarks
- Lighting
- Signage
- Landscape
Summary questions

If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?

- I would choose half / half because is safer for children if traffic is separated
- Full Greenway
- Half and half/emergency vehicle should be able to get there

Which is your group’s favorite Greenway alternative? Why?

- Half and half
- Half and half
- Half and half
- Half and half and Full Greenway
Workshop 9

Block Club House Party

Summary

Workshop 9 took place on Friday September 30th at Marque Jensen's house, located at 1714 Irving Ave North, in North Minneapolis. It was sponsored as a Block Club house party by the Jensen family. Dinner was provided by TLC in the form of a variety of appetizers as requested by the host.

Number of participants

The workshop was attended by seven participants from the intended audience. The host invited friends and neighbors to attend and expected 15-20 participants. Additionally, there was one representative from TLC BWTC and one board member from TC Greenways.

Sample survey results

A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Age of participants: The average age of participants was 37 years old
- Household size: 3.4 persons
- Does not have access to an automobile: 0%
- Residential zip code: 55411 and 55412: 86%

What would help you walk more often?

- If there was a walking path in close proximity to my house with access to parks and places of interest (businesses, grocery stores, etc)
- [If] work was close to home
- Safer spots to walk
• Easier access to parks
• Accessible routes to work
• To be free of foot pain

**Responses from the workshop boards**

Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

**Bike Boulevard**

*What do you like about this design?*
- Slows the flow of traffic to provide a safer transit experience for all.
- I like the dividers, it gives better access to bikers
- Does not affect parking
- Cheap

*What you do not like about this design?*
- Still heavy traffic with minimal bike lanes
- There is not an actual bike lane and it is only some intersections
- Limited protection for bikers and pedestrians
- Not as safe as other options

*How could this design be improved?*
- More intersections
- No shared traffic between bikers and cars would be preferable
The "Half and half"

What do you like about this design?
- Allows cars to still travel on the road while ensuring safety for bikes/walkers
- Like that it has a specific lane for bikers
- Best of both worlds allowing bike/ped traffic and car traffic
- I like this - safer

What you do not like about this design?
- I like it least
- Makes for a maze for vehicles trying to get somewhere
- Confusing for car traffic to navigate
- I just hate the curved street system

How could this design be improved?
- Allow for cross at intersection but with some sort of speed deterrent

Full Greenway / Linear Park

What do you like about this design?
- Provides a sense of community for the neighborhood (specifically the surrounding streets)
- Safe area
- [Heart]
- Adds more park space and greenery to the city
- Looks green! and beautiful
- Bicyclists have full access
- No worries about cars!
- No traffic
- I’d like to live on this greenway
- Lots of park space

What you do not like about this design?
- How would the safety in walking be for homeowners walking to their homes [from parking or transit] especially at night?
- Hard for people living in the homes
- Restricts the flow of car traffic and parking significantly
- Traffic in alley
- Emergency vehicles

How could this design be improved?
- Have homes on closed streets [have parking at intersections.]
  [Drew diagram of parking on one side of cross street intersection and pocket park on the other.]
- Have car crossing every 2-3 blocks
- A thorough explanation of parking changes.
- Is there data about how the parking will be affected?
- Increased design for alley traffic, speed bumps?

Summary questions

If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?
- Full Greenway - because of greenspace
- Full Greenway - looks pretty and safe

Which is your group’s favorite Greenway alternative? Why?
- Full greenway - sense of community, full access for bikers, adds beauty
- Full greenway - like the look, no traffic
Workshop 10

_Urban Homeworks_

Summary

Workshop 10 took place on Monday October 3 at Urban Homeworks, located at 2015 Emerson Avenue North, in North Minneapolis. It was hosted by Urban Homeworks. Dinner was provided by TLC and ordered from Holy Land Restaurant.

Number of participants

The workshop was attended by 5 participants from the intended audience. There were 10 RSVPs with 2 cancellations on the day of the event. Extensive outreach was done by Urban Homeworks including an announcement to their monthly mailing list with 7000 recipients. Additionally, persons who had previously expressed interest in attending other Greenways workshops were invited to attend. Telephone calls were made and flyers distributed to renters who live in Urban Homeworks housing.

Sample survey results

A brief summary of selected survey responses is presented here. For full information from the survey please see Section 4 of this report.

- Age of participants: The average age of participants was 42 years old
- Household size: 2 persons
- Does not have access to an automobile: 20%
- Residential zip code: 55411 and 55412: 60%

What would help you walk more often?

- Warm weather
- Clear sidewalks
- More trails/paths
• More amenities within walking distance
• More safe parks
• Less traffic
• Fewer commitments

Responses from the workshop boards
Responses are presented as written by participants, with minor editing for clarity and consistency. Edited terms or wording are identified by brackets ([ ]).

Bike Boulevard
What do you like about this design?
• Quickly implemented
• Inexpensive
• More people likely to agree on this design

What you do not like about this design?
• Still biking with cars
• Not much difference from current street

How could this design be improved?
• Better education for vehicle drivers for bikers safety
The "Half and half"

What do you like about this design?
- Best of both worlds
- Separate bike lane
- Continuous biking
- Cars can still use the street

What you do not like about this design?
- Harder to get around if you are driving
- Confusing street patterns

How could this design be improved?
- Street signs that indicate to cars when they are entering a “half and half” street

Full Greenway / Linear Park

What do you like about this design?
- Do not have to worry about cars
- Will get the most use
- Continuous biking
- Creating green space/garden/park

What do you not like about this design?
- Costly to build
- Harder to build consensus
- What would happen at major intersections?
- Total greenway forms car traffic

How could this design be improved?
- [no improvement listed]

Summary questions

If you, a friend, or a child were biking to an errand, or to go to a nearby park, which design would you choose?
- Full

Which is your group’s favorite Greenway alternative? Why?
- Half and half (love the full but too costly)
A Greenway Farmers’ Market (Image provided by TC Greenways)
4. Summary of Survey Results

A total of 171 surveys were received from participants and were processed for analysis. The survey instrument is described in Section 2 (“Project Methods and Materials”). A copy of the survey is provided in this report’s Appendix, and is also available for download from this link.

Participants filled the surveys by hand. At the end of each workshop, the surveys were collected and entered (with full transcription of free text responses) into survey software for storage and initial processing.

A spreadsheet of all responses received (with all personal / confidential information removed), can be downloaded from this link.

Analysis of responses for the overall population are provided in this section. Where appropriate, additional observations are provided.

Survey Part 1: Participants’ demographic information

Q1-1: How would you describe your ethnic / cultural heritage?
- Number of participants indicating each of the categories given:

- African American: 45%
- White: 24%
- Asian: 24%
- Native American: 2%
- Latino: 1%
- Other: 1%

Q1-2: Average age
- A total of 167 participants answered this question
- The average age of respondents was 36.2 years old, with a standard deviation of 21.3 years
Q1-3: Participants’ gender

- A total of 170 participants answered this question, with 93 indicating “Female” and 77 indicating “Male”

Q1-4: Participants who own or have frequent access to an automobile

- A total of 167 participants answered this question, with 112 indicating “Yes” and 55 indicating “No”

Q1-5: Participants’ 2010 approximate household income

- A total of 123 participants answered this question
- Almost half of all respondents indicated an income of $20,000 or less
Q1-6: Participants’ residential ZIP code
- A total of 170 participants answered this question
- A total of 117 respondents (69% of respondents) indicated a North Minneapolis residential ZIP code (55411, 55412, and 55430 are entirely within North Minneapolis)
- Non-residents may include business owners, institution employees, and interested visitors attending to learn about the project

Q1-7: Participants’ household size
- A total of 165 participants answered this question
- The average household size reported by respondents was 3.9 persons, with a standard deviation of 2.4

Q1-8: Participants’s housing tenure
- A total of 163 participants answered this question, with 80 indicating that they rented their housing and 83 indicating that they owned their housing

Q1-9: Participants’ business ownership
- A total of 167 participants answered this question
- Sixteen respondents (10%) indicated they owned a business in North Minneapolis
Survey Part 2: Participants’ travel habits

Q2-1: Participants’ usual summertime travel modes

“During the summer months - how do you usually get to your place of work (or school or other daily destination)?”

- Participants were free to check as many modes as applied for their usual summertime travel modes for arriving to their work or school
- Slightly more than a third of respondents (34%) indicated non-motorized modes as one of their usual commute modes
- Only 25% of respondents indicated that they drove alone to work - significantly below the 62% rate for Minneapolis

Q2-2: Participants’ frequency of walking

“During the summer months - how often do you walk for recreation or transportation?”

- A total of 166 participants answered this question
- Almost two thirds of respondents (61%) indicated they walked for recreation or transportation at least a couple of times per week
- More than a quarter (27%) of participants indicated that they walked everyday, or almost everyday
Q2-3: What would help you walk more often?  
(Free form text answer)
A total of 141 respondents provided free-form answers to this question. For analysis, the answers were grouped into broad categories; a brief selection of representative answers from the groups receiving the largest number of responses is included below. For the full list of responses received, please download the spreadsheet referenced on page 50.

Infrastructure-related responses
Approximately 20% of the comments received alluded to improved infrastructure as helpful for increased walking:
- Safer sidewalks / trails; safer ways to cross street
- A straight, well-lit convenient path where I don’t need to deal with busy traffic and fast cars. I have small children and need safety and convenient access to paths.
- More walkways / bikeways
- If we had a better sidewalks and roads I would see myself walking more

Social and safety-related responses
Another 20% of the comments received alluded to walking with friends, and/or to having a greater feeling of personal safety as helpful for increased walking:
- Someone else walking with me
- More people walking
- Somewhat concerned about safety in certain parts of the community
- Proximity to my home and a safe place to walk by oneself without fearing criminal activity.

Convenience
Approximately 15% of the comments received alluded to closer, more convenient access to retail and daily destinations:
- If there was a walking path in close proximity to my house with access to parks and places of interest (businesses, grocery stores, etc.)
- A store within walking distance or other businesses I could access.

Time
Approximately 10% of the comments received alluded to lack of time as a deterrent to more walking:
- Just having more time and more access to alternate walking routes (other than Wirth Parkway)
- If I had a less complicated schedule

Percentage of responses per group: What would help you walk more often?
Q2-4: Participants’ frequency of walking
“During the summer months - how often do you ride a bicycle for recreation or transportation?”

- A total of 163 participants answered this question
- About one third of respondents (35%) indicated they rode a bicycle for recreation or transportation at least a couple of times per week
- About one out of every seven respondents (14%) indicated that they rode a bicycle everyday, or almost everyday

Q2-5: What would help you ride a bicycle more often? (Free form text answer)
A total of 138 respondents provided free-form answers to this question. For analysis, the answers were grouped into broad categories; a brief selection of representative answers from the groups receiving the largest number of responses is included below. For the full list of responses received, please download the spreadsheet referenced on page 50.

Equipment-related responses
Approximately 30% of the comments received alluded to not having a bicycle or not knowing how to ride one as a barrier that stands in the way of riding a bicycle at present:
- If I had one [a bike], then I would
- Finding a bike that would help me sit upright better
- Want to learn how to ride
- I don’t have a bike currently
- Knowing how to ride a bike

Infrastructure-related responses
Approximately 25% of the comments received alluded to improved infrastructure as helpful for increased bicycle-riding:
- Easier ways to get across streets
- I have reservations on biking on the roads in this area of the city if safety improves then I’d bike more
- No traffic, fast cars to deal with. A wide path that is safe, well lit for me and my family to ride on. And have more spots to lock our bikes when we go shopping inside stores.
- If I lived closer to work. And had a network of interconnected paved off road trails.
- If there was a convenient bike path or bike lanes included on the roads
Convenience
Approximately 10% of the comments received alluded to closer, more convenient access to retail and daily destinations:
- More destination points
- Proximity to shopping areas I frequent
- Access points or stops within North Minneapolis

Percentage of responses per group: What would help you you ride a bicycle more often?

Survey Part 3: Participants’ opinion of the Greenway concept

Q3-1: What I like about the Greenways concept is:
(Free form text answer)

A total of 142 respondents provided free-form answers to this question. A brief selection of representative answers is included below. For the full list of responses received, please download the spreadsheet referenced on page 50.

- That you can ride a bike and not have to worry about cars
- It is a very good way to travel, and it could improve the look of the neighborhood
- Good ways to promote community and interaction in the area
- It makes it safe and easy to bike and walk in my community. It promotes bike use and this saves money
- It makes it safer for the people who are walking and biking
- Everything, I like that they are trying to do something positive in our community
- I like the fact that people get to ride their bikes in a safer way
- This concept helps improve the well being of the citizens in the North
- Quieter place to ride or walk. Safer than riding bikes on the street.
- It helps people get around with transportation if they don’t have money and to get around other ways if you don’t have money for bus, train, etc.
- I like the thought of having more available green space for parks, gardens
- I think that greenways could help promote neighborhood connections- people could have more opportunities to get to know each other.
- Community building (creating places for connections for people)
- Peaceful feeling
- Green space in neighborhood
- I love the green and the safety. It looks nice.
Q3-2: What I don't like about the Greenways concept is:
(Free form text answer)
A total of 119 respondents provided free-form answers to this question. A brief selection of representative answers is included below. For the full list of responses received, please download the spreadsheet referenced on page 50.

- The old streets are taken away and you need to get to your friends house but you are driving. How is that going to work?
- I don't like that the Greenway path cuts off a whole street for cars
- May produce neighborhood noise - night time
- That there is not many ways for fire trucks and ambulances to get through places
- That it will stop cars from parking on the streets
- It is going to make it harder for people who needs to use the car to go somewhere
- I wouldn't be able to possibly park in front of my house or that it would be harder to drive around people.
- If someone gets hurt, How are they going to get help?
- Don't like the idea of a full linear park over North because it's too busy. And the bike boulevard seems too insignificant.
- The cost and lots of problems for people living there
- Don't like the traffic calming concept
- The idea of taking away the street driving for a park because of the amount of time we will actually use it because of the winter months. There is a history of driving in the community. Having a wide street for the fire trucks is important. Can separate the idea from taking streets it relates to Bottineau.
- I am not sure where the cars to the houses go. We travel far for our kids activities so we need a car at times. My fear is that is isolates areas.

Q3-3: How could this concept be improved?
(Free form text answer)
A total of 99 respondents provided free-form answers to this question. A brief selection of representative answers is included below. For the full list of responses received, please download the spreadsheet referenced on page 50.

- Put a Greenway next to a rail system to connect north with south
- By having police on the trail / Police alert points
- [Automobile] parking
- a place where people can use the bathroom
- It is a good concept, but I think it should still have a little cuts for car and other emergency automobile
- It could be improved by making more options that accommodate everyone, cars, walkers and bikers
- I don't think it needs too much improvement. Just make sure it is a great location.
- Security features. How do emergency vehicles get to a biker or walker in need of help if there is no vehicle access?
- Maybe start small with a block or two to pilot the greenway/linear park and another section to pilot the bike boulevard.
- 'calmed' cross streets rather than diverters
- More developed bike boulevard with 'calming' features would be helpful
- The Greenspace along the trail being used for urban agriculture or community gardens.
- Using a blended option with more bike design ideas as displayed with the bike boulevard planning (as a menu of possibilities)
- Keep the cross streets, make motor vehicle traffic stop at intersections
- Understand how it impacts the greater infrastructure (especially in the case of the Full Greenway)
- No building in North Minneapolis without communities of color assisting in the reconstruction of our neighborhood.
Q3-4: What questions does this concept bring up for you?
(Free form text answer)
A total of 109 respondents provided free-form answers to this question. A brief selection of representative answers is included below. For the full list of responses received, please download the spreadsheet referenced on page 50.

- When would all this be done?
- What about the older people?
- How would this benefit me?
- Can you be on the Greenway anytime? Ex: three in the morning?
- When will this happen?
- What about people living in that area? How would they get around if there is no roadway?
- How will this help the community?
- Parking? What do you do with the cars?
- Cost of maintaining the grass and plantings
- Would it be plowed in the winter?
- How will the route be chosen for the full greenway?
- Crime rates? Has there been research on crimes committed on greenway areas? Will these paths be well lit at night, and if so, how will that affect the homeowners and people in those neighborhoods? What about people that don’t own a bike or know how to ride one?
- Who are the decision makers of what type of greenway and where it will be built?
- Cost- who is going to pay for it?
- If implemented over many years some kind of compensation right of first refusal/ deed restrict limits to encourage people friendly to concept to buy houses on proposal route
- Where will the residents park on a regular basis? Many Minneapolis residents don’t have garages or don’t use them, so they park on front. How will this affect the amount of people congregating and making noise outside their houses, kids playing ball, etc. (pick up, baseball, kickball)
- Tax assessment for those living on Greenways?
- If it is owned by MPRB, how will businesses and construction be encouraged?
- Will there be restroom facilities on the route?
- What are the possible alternatives for parking if street parking is taken away from a particular street?
- Are all options as feasible in the Winter? Could there be areas of different types?
- Where does the money come from?
- How will the streets be chosen?
- Where do buses go?
- How would safety be addressed?
- How to get across larger streets, like Olson Memorial or Broadway?
- Who will use this greenway?
- Who will maintain the Greenways?
- How much will this cost to implement?
Survey Part 4: Participants’ reflections on concept and process

Q4-1: Participants’ response to “The Greenway concept could be an asset to my community”

- A total of 139 participants provided answers to this question
- Almost nine out of every ten respondents agreed or strongly agreed with the question’s statement and identified a Greenway as an asset to their community
- About one out of every twenty participants (4%) disagreed with the statement, with no participants expressing strong disagreement

Q4-2: Participants’ response to “I would be happy to have a Greenway street in front of my house”

- A total of 139 participants provided answers to this question
- No specific configuration for the Greenway street was provided to respondents as part of this question
- More than seven out of every ten respondents (73%) agreed or strongly agreed with the question’s statement and indicated they would be happy with a Greenway street in front of their house
- About one out of every six respondents (16%) disagreed or strongly disagreed with the question’s statement and indicated they would not be happy to have a Greenway street in front of their house
Q4-3: Participants’ preferred location for a Greenway if one were to be developed

- A total of 135 participants provided answers to this question
- No specific Greenway configuration was provided to respondents as part of this question
- Almost seven out of every ten respondents (67%) stated they would like to live one block or closer to a Greenway
- About one out of every five respondents (21%) stated they would not like to have a Greenway close to their home

Q4-4: Participants’ response to “This process of public participation helped me understand the Greenway concept”

- A total of 134 participants provided answers to this question
- More than nine out of every ten respondents (93%) agreed or strongly agreed with the question’s statement and indicated that this process was successful in helping them understand the Greenway concept
- About one out of every thirty participants (3%) disagreed with the statement, with no participants expressing strong disagreement
A potential “Linear Park” Greenway configuration
5. Conclusions and Next Steps

This project engaged a broad cross-section of North Minneapolis residents in conversations about the potential development of a Pedestrian and Bicycle Greenway in their community.

The process used to carry out this work helped create opportunities for two-way communication between project sponsors and members of North Minneapolis communities, and elicited significant participation, comments, guidance and opinions from residents and organizations who participated.

The two questions to consider as we further explore the possibility of a Greenway in North Minneapolis are:
1) What did we learn? and
2) What are our next steps?

The purpose of this section is to provide brief answers to each.

First, a caveat

One important caveat about the results obtained: although this project was successful in engaging multiple North Minneapolis residents, communities and organizations, its results should not be interpreted as being a statistically-accurate representation of North Minneapolis opinion - rather, the comments, opinions and guidance obtained and presented in this report should be used as a qualitative snapshot of participant attitudes, ideas and reactions to the potential development of a Greenway corridor in their community.

These reactions (both positive and negative) provide valuable insights and should be addressed and included as part of the development process for any future Greenway proposals for North Minneapolis or other Twin Cities communities.
What did we learn?

Key learnings from information gathered and developed from participant discussion and responses obtained in this process include:

General attitudes: Greenway and related issues
In general, there was high participant interest and support for development of a North Minneapolis Greenway:
- Participants expressed a high level of interest for development of a Greenway in North Minneapolis
- There was strong general agreement among participants that a Greenway represents a potentially significant amenity for their neighborhood
- There is a high level of acceptance to having a Greenway street adjacent to or within one block of participants’ current residences - evidence that participants see a Greenway as a net gain for their community
- Participants are excited about better conditions for walking and cycling in their community

Participants’ response to this project process
Overall, participants expressed high satisfaction with the process of the workshops, with more than nine out of every ten respondents indicating that this process was successful in helping them understand the Greenway concept and its potential application in North Minneapolis.

Participants’ response to design options
(Please refer to page 8 of this report for illustration of each of these concepts)
- Full Linear Park: The Full Linear Park captured most participants’ imagination; however, many of them saw it as difficult to implement given the restrictions to motor-vehicle access (including for their own vehicles, and those of guests, elders and emergency services). Most participants selected this as the safest choice for making a walking or cycling trip with a child, and named the absence of car traffic as one of its most favorable attributes.
- Bike Boulevard: Reaction to the Bike Boulevard was mixed, with many participants recognizing its lower cost and relative ease of implementation as strong attributes. However, many participants also cited reservations about bicycles sharing road space with motor-vehicles. While most participants saw the potential improvements that a Bike Boulevard might offer, this design option did not appear to inspire great enthusiasm among participants - only one workshop “small group” (out of the 27 “small groups” that formed during the workshops and responded to this question) named it as a favorite option.
- Half and Half: This option was chosen by participants as a reasonable compromise between the user comfort and safety gains offered by the Linear Park option (with its physical separation from motor-vehicle traffic) and the continued access to motor-vehicle access and parking offered by the Bike Boulevard. This option was named twice as often as the “Full Linear Park” option when the small groups were asked to develop consensus around a “favorite Greenway alternative.”
Next steps ... What do we do next?

This work has discovered that there is significant resident interest and acceptance for development of a Greenway in North Minneapolis. Below are some recommendations for what may need to happen next if Project Sponsors and Partners are in agreement for moving forward. They are presented in order of sequence, but they may happen simultaneously or in other order depending on circumstances:

**Step 1. Define a route**

This project’s workshops and materials intentionally avoided identifying a specific alignment for a potential North Minneapolis Greenway (other than it would generally run north-south, and connect North Minneapolis to Downtown) in recognition that the designation of a specific route has complex and important consequences for street network connectivity, transportation systems, land use, land value and others, and that such a decision needs its own design and development process with multiple opportunities for refinement with the City of Minneapolis and other Partners. In order to “land” this general concept, it is necessary to now identify its specific location and context.

**Step 2. Define a configuration**

Next to identification of the specific location for a North Minneapolis Greenway, the definition of its configuration will have the greatest impact on its surroundings, on street network connectivity, and real estate valuation, among others. Perhaps even more importantly for the aims of a Greenway facility, its configuration will affect the safety, sense of safety, and comfort of its potential users, and will thus play a large role in defining its attractiveness for new and existing users of non-motorized transportation.

An important consideration will be the potential changes in configuration for the Greenway from block to block, as it may be necessary to modify its characteristics depending on the specific context of the blocks through which it travels, and of the roads that it crosses (e.g. when it crosses a neighborhood residential road vs. when it crosses a county arterial road).

In addition, the changes that each type of Greenway implies will affect the receptivity and response from adjacent homeowners - for example, a bike boulevard section, with its minimal changes to the roadway and on-street motor-vehicle parking, will likely elicit a different response from a homeowner than a Linear Park section, which would remove all motor-vehicle circulation and parking from the street.

As challenges and solutions are explored in close collaboration with residents and City of Minneapolis staff and other Partners, it is likely that route and configuration definitions will change in iteration until they converge on a consensus solution.

**Step 3. Investigate impacts on motor-vehicle circulation**

The City of Minneapolis, Hennepin County, and other Partners have specific goals and requirements related to the circulation of motor vehicles within the area included for potential development of a North Minneapolis Greenway. The route and configurations chosen for the development of this new Greenway will have a range of potential impacts on motor-vehicle circulation, including
automobiles, transit vehicles, commercial trucks, and emergency vehicles. It will be important to include consideration of these impacts within the process to define routes and configurations for the Greenway, and to work iteratively to define consensus solutions that respond to policy objectives and requirements.

**Step 4. Develop institutional framework**

Which agency or entity will “own” the North Minneapolis Greenway? Who will be responsible for maintenance? Which agencies will fund it? Who will be responsible for oversight of its design and development?

Developing an effective framework for coordination, communication and governance of the new Greenway early on will increase the probability of its development and implementation. Conversations to define roles and interagency coordination should begin as soon as a commitment is made to move forward with route selection and configuration - the insights from the multiple involved agencies and Partners will enrich and improve project decision-making and increase the likelihood of success.

**Step 5. Investigate costs and plan for funding**

Exactly how much money will be required to build a North Minneapolis Greenway? What is the cost per block? Are there Federal, State or local funds that could be used for construction?

Answering these questions, and developing mechanisms or sources to fund implementation will be a key prerequisite for moving forward, and will determine whether or not this vision for a Greenway becomes a reality in North Minneapolis.

**Outlook**

The Twin Cities’ extensive sidewalk, trail and park systems provide a strong foundation for a robust non-motorized transportation and recreation network. Our network of gridded, well-connected local residential streets offers the opportunity of further adding to this foundation by converting a few selected neighborhood corridors into Greenways - linear parks that transform automobile circulation spaces into non-motorized transportation corridors, community places, and linkages between communities and access to employment, educational and recreational opportunities.

An accessible, inviting and convenient network of Greenways will open doors to new walkers and cyclists and catalyze greater use of our existing and growing bicycle and pedestrian infrastructure. It will provide a comfortable environment for novice and experienced users alike, encourage physical activity, provide for enhanced recreational opportunities, and create community spaces that will strengthen and enrich Twin Cities neighborhoods and communities.

The work completed in this project is the first step toward achieving this vision. It’s an exciting time for our Twin Cities.
6. Closing Comments

From project sponsors Transit for Livable Communities (TLC) and Twin Cities Greenways:

December 22, 2011

Thank you for your interest in the North Minneapolis Greenway. Community conversations about a north-south Greenway in North Minneapolis started in 2008, when a group of volunteers began making presentations at neighborhood organization meetings. Encouragement, critiques, and suggestions from that first round of conversations helped Twin Cities Greenways refine the concept, and support from neighborhood organizations provided valuable momentum.

In 2011, Transit for Livable Communities, through its Bike/Walk Twin Cities program, funded a series of ten workshops with a wide range of community stakeholders. With guidance from an Advisory Committee comprised of North Minneapolis residents and stakeholders, the Community Design Group crafted a workshop to present Greenway design options and gather feedback from the community.

The community engagement process described in this report was an early step in the planning process, and much work remains. Determining a route for the Greenway, and making decisions about specific design elements are both tasks to be handled in future phases of planning. Thanks to a grant from the State Health Improvement Program to the City of Minneapolis, we are very pleased to report that the next phase of planning will follow on the heels of this report.

We are thrilled with the outcomes of this community engagement process. Results from the survey of workshop participants indicate overwhelming support for the Greenway concept. For example, the statement “The Greenway Concept would be an asset to my community” received agreement (or strong agreement) from 89% of survey respondents, and only 4% of participants did not agree with the statement. The statement “I would be happy to have a Greenway street in front of my house” received agreement from 73% of respondents. The workshop itself received high marks, with 93% of participants agreeing with the statement “This process of public participation helped me understand the Greenway concept.”

This level of support surpassed even our optimistic expectations. The survey results demonstrate an eagerness among North Minneapolis residents to reconsider the use of residential streets and to have access to innovative parks that address community values.

We are very grateful for the investment of time and ideas from everyone who attended one of the workshops and provided feedback. We also want to thank each of the organizations that hosted a workshop. You gave voice to your constituents, ensuring that their opinions and priorities were heard through this process. Thank you for your interest and involvement; it made a difference. We trust you’ll find this summary of the process informative and engaging, and we look forward to continued collaboration as planning for a North Minneapolis Greenway advances.

Sincerely,

Joan Pasiuk
Program Director
Bike/Walk Twin Cities, Transit for Livable Communities

Matthew Hendricks
Board President
Twin Cities Greenways
Greenways Community Facilitation

Your answers to this brief survey will help us understand your ideas and concerns about the Greenways concept. Your responses will be kept confidential.

Part 1: Please tell us about yourself

1. How would you describe your ethnic / cultural heritage?
   (Please check all that apply)
   - African American or African
   - Caucasian or European American
   - Asian or Asian American
   - Native American
   - Hispanic or Latino (of any race)
   - Other (please describe)

2. What is your age?
   _____ Years

3. I am
   - Female
   - Male

4. I own or have frequent access to an automobile
   - Yes
   - No

5. For the year 2010: Approximately what was your household’s total yearly income from all sources?
   (Please select one category)
   - $0 to $20,000
   - $20,000 to $35,000
   - $35,000 to $60,000
   - more than $60,000

6. What is the 5 digit zip code for your current residential address?
   (Please enter your zip code here)

7. Including yourself - How many people make up your household?
   (Please write the number of persons here)

8. Please circle the answer that applies to you and your household:
   - I rent the place where I live
   - I own the place where I live

9. I own a business in North Minneapolis
   - Yes
   - No
Part 2: Please tell us about how you travel

1. During the summer months - how do you usually get to your place of work (or school or other daily destination)?
   (Please check as many as apply)
   - I walk
   - I ride a bicycle
   - I take a bus or train
   - I drive
   - I ride in a car driven by someone else
   - Other (please explain)

2. During the summer months - how often do you walk for recreation or transportation? (Please select one category)
   - Never, or almost never
   - Once or twice a week
   - More than a couple of times a week, but not everyday
   - Everyday, or almost everyday

3. What would help you walk more often?
   (Please write your answer here)

4. During the summer months - how often do you ride a bicycle for recreation or transportation?
   (Please select one category)
   - Never, or almost never
   - Once or twice a week
   - More than a couple of times a week, but not everyday
   - Everyday, or almost everyday

5. What would help you ride a bicycle more often?
   (Please write your answer here)
Part 3: What do you think about a Greenway?
Thinking about how you or members of your family may use a Greenway for transportation to work or errands, or for fun and exercise, please answer the following four questions related to the overall concept:

1. What I like about the Greenways concept is:
(Please include as many “likes” as you wish)

2. What I don’t like about the Greenways concept is:
(Please include as many “dislikes” as you wish)

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

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

1. The Greenway concept could be an asset to my community:
   *(Please choose the option that most closely approaches your opinion)*
   - [ ] I strongly agree
   - [ ] I agree
   - [ ] I disagree
   - [ ] I strongly disagree
   - [ ] I don’t have an opinion

2. I would be happy to have a Greenway street in front of my house
   *(Please choose the option that most closely approaches your opinion)*
   - [ ] I strongly agree
   - [ ] I agree
   - [ ] I disagree
   - [ ] I strongly disagree
   - [ ] I don’t have an opinion

3. If a Greenway street were to be developed:
   *(Please choose one of the choices below)*
   - [ ] I would prefer to live right next to it
   - [ ] I would prefer to live one block away
   - [ ] I would prefer to have it in my neighborhood but not close to me
   - [ ] I would not like it to be anywhere near me or my neighborhood
   - [ ] I don’t have an opinion

4. This process of public participation helped me understand the Greenway concept
   - [ ] I strongly agree
   - [ ] I agree
   - [ ] I disagree
   - [ ] I strongly disagree
   - [ ] I don’t have an opinion

5. My suggestions for improving this process of community participation are:
   *(Please write your suggestions here)*

**OPTIONAL**

I want to continue to be involved in this process. You can reach me at:

Name / Daytime phone / Email

*(OPTIONAL) My residential address is:

**END OF SURVEY - THANK YOU!!**