



CITY OF MINNEAPOLIS

SUMMARY OF
PUBLIC
WORKSHOPS –
SERIES 1

Draft

December 9, 2005

TABLE OF CONTENTS

I.	INTRODUCTION	3
II.	WORKSHOP DATES AND LOCATIONS.....	4
	a. North Commons Recreation Center.....	4
	b. Butler Square Building	4
	c. Sabathani Community Center.....	4
	d. Keewaydin Recreation Center	4
	e. East Side Neighborhood Services.....	4
III.	WORKSHOP FORMAT AND AGENDA.....	5
IV.	PROMOTION OF WORKSHOPS	6
V.	WORKSHOP SUMMARIES	7
	a. North Commons Recreation Center.....	7
	b. Sabathani Community Center.....	8
	c. Butler Square	9
	d. Keewaydin Recreation Center	9
	e. East Side Neighborhood Services.....	10
VI.	CONCLUSION.....	11

ATTACHMENTS

1. Sample Workshop Agenda
2. Facilitator's Guide
3. Questionnaire
4. Summary of Questionnaire Comments
5. Press Release
6. Summary of Flip Chart Comments
7. Comments from Maps
8. Maps

I. INTRODUCTION

The City of Minneapolis hosted its first of a series of three workshops in October and November for the Ten-Year Transportation Action Plan. The purpose of the workshops was to introduce the project and to give the public an opportunity to share ideas on how the City can improve its transportation system. The City is seeking input on the City-wide plan that will address a full range of transportation options and issues, including pedestrians, bicycles, transit, automobiles, and freight. The information gained through the workshops will be used by the Project Management Team, the Project Steering Committee, and the City in the development of the Ten-Year Transportation Action Plan.

II. WORKSHOP DATES AND LOCATIONS

To provide the best geographic coverage within project budget constraints, four workshops were planned for this first series of public meetings. One workshop was in the south side of the city, one workshop was in the northeast side of the city, one workshop was in the northwest side of the city, and one workshop was in downtown. When the workshops were first planned and promoted, Keewaydin Recreation Center was selected as the south site. The location for the south workshops was subsequently changed to the Sabathani Community Center. To accommodate people who did not receive notice of the change in location, a smaller, satellite workshop was held at the Keewaydin Recreation Center concurrent with the Sabathani Community Center meeting. The dates, locations and times of the workshop are listed below.

- a. North Commons Recreation Center**
Tuesday, October 18, 2005, 6:30 – 8:30 p.m.
1801 James Avenue North
Minneapolis, Minnesota
- b. Butler Square Building**
Wednesday, October 19, 2005, 5:00 – 7:00 p.m.
100 North Sixth Street
Minneapolis, Minnesota
- c. Sabathani Community Center**
Wednesday, October 26, 2005, 6:30 – 8:30 p.m.
310 East 38th Street
Minneapolis, Minnesota
- d. Keewaydin Recreation Center**
Wednesday, October 26, 2005, 6:30 – 8:30 p.m.
3000 53rd Street East,
Minneapolis, Minnesota
- e. East Side Neighborhood Services**
Tuesday, November 22, 2005, 6:30 - 8:30 p.m.
1700 2nd Street NE
Minneapolis, Minnesota

III. WORKSHOP FORMAT AND AGENDA

Each two hour workshop began with a welcome from city staff and a 30 minute introductory presentation from the project consultant. The introductory presentation provided an overview of the project purpose, approach and schedule as well as a review of the transportation framework and transit elements. Following the presentation, the large group of participants broke out into small working groups. Maps and flip charts were used by the facilitators to record comments on needs and opportunities, as well as the vision for transportation. A sample agenda for the workshops can be found in Attachment 1.

The workshop facilitators each used a facilitator's guide that included questions to pose to the group. The facilitator's guide can be found in Attachment 2. Written questionnaires were also used by the facilitators to guide the discussion and solicit additional comments. Participants were encouraged to fill out the questionnaires. It is important to note that the questionnaire is not intended to be a statistically designed survey instrument; rather it is a tool to receive additional comments and to provide an opportunity to those individuals who are not comfortable speaking in the group setting. The questionnaire can be found in Attachment 3, and the comments from the questionnaires can be found in Attachment 4.

Each workshop facility was handicapped accessible and each was readily accessible by transit.

IV. PROMOTION OF WORKSHOPS

The workshops were primarily promoted through a press release in the community and daily newspapers. The press release, which can be found in Attachment 5, was also sent to radio and TV stations. The press release contained information in multiple languages and offered to provide translator services upon request. Other promotions included:

- The Project Steering Committee was asked to email the electronic newsletter or the press release noticing the workshops to their neighborhood contacts and to request that neighborhood organizations post the information on their web sites.
- The workshops were promoted on the front page of Metro Transit's October 2005 Takeout brochure.
- The electronic newsletter was emailed to Project Steering Committee members, people who had requested information, and to bicycle clubs for distribution and posting on web sites. City Council members also received the newsletter.
- The City posted the workshop information on its web site.
- A flyer was distributed at the North Commons Recreation Center.

It is not known how many community newspapers published the notice as the City does not maintain a newspaper clipping service. The City did not receive any requests for translator services.

V. WORKSHOP SUMMARIES

Summaries for each workshop are included below; however there were several themes that surfaced in all of the workshops. These themes included:

- LRT is one of the best things about transportation in Minneapolis - Minneapolis should expand LRT by adding additional lines or building an LRT grid system in downtown.
- The City has great bike paths; but more bike paths are desired.
- Increased frequency of bus service is desired on numerous routes. Additional bus routes are also desired.
- The transit system needs to do a better job connecting modes. For example, bike paths should be connected to LRT routes or bus routes. Buses should have bike racks.
- The plan should be pedestrian friendly and take into consideration the surrounding space (land uses).
- The plan should focus on connecting communities and creating inviting public space.
- Adding parking spaces in the City should not be a priority; transit should be the focus.
- Environmental considerations such as noise and air pollution reduction should be a priority.
- Better accessibility to transit for the disabled and elderly is desired. For example, talking street signs and easier access to buses.
- The City should take into consideration personal safety and comfort issues. For example, better lighting at bus stops; covered transit stops, safer intersections for bicyclists and pedestrians, and benches for pedestrians.
- A desire to bring back the streetcars.
- The City should avoid requiring extensive walking distances to a transit stop or creating the need for multiple transfers to reach the end destination.
- The City should avoid short term thinking and should really engage all the communities affected in the planning process.

a. North Commons Recreation Center

Twelve people signed the sign in sheet, though it is believed an additional two or three people attended but did not register. This location drew people primarily from North Minneapolis; however some people from south Minneapolis registered. The group consisted of avid bicyclers, transit riders and auto users.

Given the small number of people, only one breakout group was formed. This allowed for more time to work as a group, as there was no need to allot time for the Small Group Report Back Session.

A complete summary of the comments from the flip charts and maps can be found in Attachments 6 and 7. Photographs of these maps can be found in Attachment 8. Below is a summary of the most frequent comments noted on the flip charts, questionnaires, and the maps. The use of dots to prioritize the comments was not implemented in this workshop because there was no need to report back to a larger group.

- LRT, a good bike path system and ample parking are good things about transportation in Minneapolis.
- The city should consider adding more east/west transit routes. For example, on Lowry, Broadway and East Hennepin.
- The City should make sure buses move faster than the auto.
- Environmental improvements, such as nonpolluting buses, should be considered.
- Road space should be “freed” for the movement of goods
- The City should avoid decisions that degrade the environment and isolate people. It should avoid making land use decisions that promote the use of the auto.
- The City should focus on developing a multi-modal system.
- BRT on 35W is needed.
- More and improved bikeways are needed.
- LRT needs to be expanded and have more connections.
- In planning, the City should consider the reverse commute.

b. Sabathani Community Center

Forty-six people signed the sign in sheet. The location drew people primarily from south Minneapolis; however there were attendees from other cities including St. Louis Park and St. Paul.

Four break-out sessions were formed and the groups reported back on the primary points discussed by their group.

A complete summary of the comments from the flip charts and maps can be found in Attachments 6 and 7. Below is a summary of the most frequent comments noted on the flip charts, questionnaires, and the maps. Participants also wrote comments on the maps. Photographs of these maps can be found in Attachment 8.

- LRT, good bus service, bike trails, and interceptor parking garages are some of the best things about transportation in Minneapolis.
- LRT should be extended or expanded in the future.
- Nicollet Avenue is too congested and would be quieter and better without buses.
- Streets should be planned for safety and comfort of pedestrians.

- There should be a seamless approach to transit.
- Bus stops should be lit and heated.
- Hennepin and Lake Streets should be primarily transit.
- Curb cuts should be enforced and in a standard location on the street.

c. Butler Square

Fifty-eight people signed the sign-in sheet, although several people chose not to register. This large number of attendees required five breakout sessions. Because of the greater number of attendees than planned and the limited room size, the facilitators opted not to call the groups together again for a report out session. Rather, participants were encouraged to walk around the facility to see what others had noted on their flip charts and maps and to ask the designated “small group reporter” for comments.

Nearly all participants were participating as residents rather than as employees or business representatives. The group consisted primarily of avid transit (especially bus) and bike riders. Many of the participants lived downtown, though the workshop drew people from St. Paul and the suburbs.

A complete summary of the comments from the flip charts and maps can be found in Attachments 6 and 7. Below is a summary of the most frequent comments noted on the flip charts, questionnaires, and the maps. Participants also wrote comments on the maps. Photographs of these maps can be found in Attachment 8.

- Expand LRT and make it more pedestrian friendly.
- Need American Disability Act Compliance for sidewalks.
- In planning, the City should focus on transit oriented development.
- Need to expand commuter rail and work on a regional mass transit system.
- Increase frequency of services (buses).
- Need creative design and financing for transit.
- A better pedestrian environment is needed.
- There should be a priority on design and aesthetics.
- Place type street design is needed.
- Noise and air pollution should be reduced.
- A downtown circulator that ties parking together is needed.

d. Keewaydin Recreation Center

When the workshops were first planned and promoted, Keewaydin Recreation Center was selected as the south side location. The location was subsequently changed to the Sabathani Community Center. Several

people chose to stay at the Keewaydin Recreation Center rather than go onto Sabathani Community Center (8 signed in). A few other individuals arrived at Keewaydin but chose to go to the meeting at Sabathani Community Center. In anticipation of this, two project team members were on hand to facilitate the discussion for these individuals.

A complete summary of the comments from the flip charts and maps can be found in Attachments 6 and 7. Below is a summary of the most frequent comments noted on the flip charts, questionnaires, and the maps. Participants also wrote comments on the maps. Photographs of these maps can be found in Attachment 8.

- LRT, bike paths and courteous drivers are some of the good things in Minneapolis.
- Frequent (bus service) with regular schedules is desired.
- Improved connections from the city to other places, not just downtown are desired.
- Planning should take into account accessibility to transit.
- Planning should avoid a concentration on service to downtown, multiple transfers, and extensive walk distances to transit stops.

e. East Side Neighborhood Services

Eight people signed the sign-in sheet. The location drew people primarily from the north. Because of the small number of attendees, only one group was formed. The use of dots to prioritize the comments was not implemented in this workshop because there was no need to report back to a larger group.

A complete summary of the comments from the flip charts and maps can be found in Attachments 6 and 7. Below is a summary of the most frequent comments noted on the flip charts, questionnaires, and the maps. Participants also wrote comments on the maps. Photographs of these maps can be found in Attachment 8. Below is a summary of the most frequent comments noted on the flip charts, questionnaires and the maps.

- LRT, bike trails and the skyways are some of the good things in Minneapolis.
- Shelters should be heated and available at every transit stop.
- New developments should consider transit.
- More frequent bus service is needed.

VI. CONCLUSION

The workshops were well received by the participants and generated a wealth of information that will be used by the Project Management Team, Project Steering Committee, and the City in the development of its Ten-Year Transportation Action Plan.



Access Minneapolis Workshop #1

October 19th, 2005
5:00 PM TO 7:00 PM

Butler Square Building
100 North Sixth Street, Minneapolis



Agenda

Workshop Objective:

This first in a series of public meetings will introduce the *Access Minneapolis* project and engage the community in defining transportation needs and opportunities in Minneapolis.

5:00 p.m. – 5:10 p.m.	1.	Introduction
5:10 p.m. – 5:40 p.m.	2.	Introductory Presentation <ul style="list-style-type: none"> • Purpose, approach and schedule of the project • Review of framework and transit elements • Respond to questions
5:40 p.m. – 6:25 p.m.	3.	Breakout Group Session Using maps of Minneapolis and Downtown, break-out groups will be facilitated through exercises to describe transportation needs and opportunities in Minneapolis, as well as a discussion of their vision for transportation.
6:25 p.m. – 6:55 p.m.	4.	Small Groups Report Back Using sketches and notes prepared during the small group session, a member or members of each group will report back to all attendees about the group's conclusions and discussions.
6:55 p.m. – 7:00 p.m.	5.	Next Steps <ul style="list-style-type: none"> • Overview of the next steps for the Study • Schedule for next workshops

Everybody's opinion counts, everybody's voice needs to be heard!



Access Minneapolis – Workshop #1

Facilitator Guidelines for Public Workshop

This guide is intended to help you facilitate your small group at the *Access Minneapolis* Public Workshop. Remember that you are the group's facilitator and should not influence their discussions. Your charge is to make sure their comments are documented clearly and completely, keep them on schedule, referee behavior, and provide information.

Make sure that everyone has a chance to be involved and an opportunity to voice their opinion. If some individuals start to dominate the conversation, ask other participants what they think or go around the table and ask each person for their comments.

Do not allow the discussion to become overly confrontational; help diffuse conflict by making sure all opinions are valued and heard.

Small Group Planning Session

Step 1: Introductions & Pick a Presenter (5 Min.)

To start the small group sessions, have the 8 to 10 members of the group very briefly introduce themselves. They should describe who they are (resident, employee, business or property owner, etc.) and why they are interested in transportation in Minneapolis.

Please invite the members of your group to record their names on the table tent. (If one or more of them do not wish to do so, do not insist.)

Ask for one or two volunteers (NOT YOU) to provide a summary of the Group's work to the larger group at the end of the Session.

Step 2: Review Assets, Needs, & Opportunities (30 Min.)

Break out the pens markers and the base maps of Minneapolis and the Downtown area. This should be a brainstorming session where the group focuses their discussion on major streets and citywide transportation, but also gets their general ideas 'out on the table' (note them on the blank map and sheets of easel pad paper. Flag any items around which consensus forms within the group.)

The following are the major topic areas we would like the group to cover and some questions to get them started

- What are the best things about the transportation system in Minneapolis? Have the group consider auto, LRT, bus, bicycle, walking, and freight.
- Looking ten years into the future, what transportation improvements do you see having a significant benefit on the movement of people and goods in Minneapolis?
- Looking ten years into the future, what transportation improvements do you see having a significant benefit on the quality of life in Minneapolis?
- Which improvements should be implemented first?
- Also, if time allows, ask the group Question 11 and 12 from the Questionnaire.

Everybody's opinion counts, everybody's voice needs to be heard!

It will be important to keep the group on track and focused on citywide transportation issues.

Local “hot button” issues that come up in the discussion should be identified separately on a page of the flip chart. *(If you find it easier to flag the issue on the same flip chart paper –that’s ok too – but flag it as a local issue.)*. Remind the group that such issues are important and we don’t want to lose them, but are not citywide in focus and, therefore, not addressed in this project. The hot button list will go to the appropriate City department independent of this study.

Step 3: Finalize Materials for Presentations (10 Min.)

Each person will be given 3 dots and asked to place them by the items on the list that are the most important to them. Once this is done, the facilitator will summarize back to the group what they see on the flip chart pages and the base map.

In the last few minutes of the Group Session remind your earlier selected presenter (**not You!**) to give a 2-3 minute presentation of your group’s key discussion results to all workshop participants. Be sure to remind the presenter that the task is to represent the group’s findings for the rest of the audience. Let them know there will be plenty of opportunities to express their own opinion and that more than likely, it will be shared by others in the overall audience.

Make sure that all maps, easel pad sheets, and other work products have your group’s Table Number on them. Please number your easel pad sheets, so they remain in order. If you are in a separate room; you will need to bring your group and the materials needed to present the group summary back to the large room.

Step 4: Small Groups ‘Report Out’ (30 Min.)

Each small group will present the results of their planning session in a 2 to 3 minute-long presentation to the assembly of all workshop participants.

After the Final Workshop Agenda Item (“Next Steps”)

Facilitators are asked to review the comments on the base map and on the flip chart pages to make sure they are a specific and accurate reflection of the discussions that took place in your group and the results of their work. On the provided ‘Facilitator Comment Sheet’, please note any peculiarities about the discussion or interaction between participants at your table, i.e. if a particular individual dominated the discussion in spite of your discouragement or if the group had particular problems with the provided maps, questions or the exercise in general. This information will help us with the planning for the next round of public meetings.

Give all workshop notes and supplies to Linda Gondringer, RRA.

Everybody’s opinion counts, everybody’s voice needs to be heard!



Access Minneapolis

Workshop #1

October 18th, 19th, and 26th, 2005



Questionnaire

FACTS ABOUT YOU:

1. Are you a resident of Minneapolis?

Where do you live?
(Neighborhood or Cross Street)

Where do you work?
(Neighborhood or Cross Street)

2. Do you own or operate a business in Minneapolis? Where is it located?

3. Are you a transit rider? What routes do you typically use?

4. If you live in Minneapolis: What were the three main reasons you chose to live there? (If you do not live in Minneapolis please note with 'N/A')

5. Please list the three places in Minneapolis you travel to most frequently?

6. If there were three things that you could change in Minneapolis to make it a better place to live/work/do business, what would you change?

YOUR TRAVEL NEEDS & DESIRES:

7. How do you typically travel to destinations in Minneapolis and in your neighborhood?

Minneapolis:

- Car
- Transit
- Walking
- Bicycling

Within Neighborhood:

- Car
- Transit
- Walking
- Bicycling

Outside Minneapolis:

- Car
- Transit
- Walking
- Bicycling

8. What changes (in the land use pattern and/or transportation system) would encourage you to use transit (LRT or bus) more frequently?

9. What changes (in the land use pattern and/or transportation system) would encourage you to bicycle more frequently?

10. What changes (in the land use pattern and/or transportation system) would encourage you to walk to work or other destinations more frequently?

11. In your view, what are the three most important things to “*get right*” in planning the future of the transportation system for Minneapolis?

12. In your view, what are the three most critical things to “*avoid*” in planning the future of the transportation system for Minneapolis?

Please place your completed questionnaire in the questionnaire return box this evening, or you may return it to:

**Charleen Zimmer, Project Manager
City of Minneapolis
Department of Public Works
Room 203 City Hall
350 South 5th Street
Minneapolis, MN 55415-1300**

Thank you for your help!

Access Minneapolis Responses to Questionnaires

North (North Commons Recreation Center, October 18, 2005, 6:30-8:30 p.m.)

0 Questionnaires were received.

Downtown (Butler Square Building, October 19, 2005, 5:00-7:00 p.m.)

20 Questionnaires were received

Question #1: Are you a resident of Minneapolis?

- Yes (15 answers)
- No (4 answers)
- No Answer (1)

Question #1a: Where do you live?

- Loring Park
- York Ave. South & 46th street
- Hennepin & Franklin
- 45th Street and 29th Avenue
- 715 Douglas Avenue-Lowry Hill/Kenwood
- Loring Park neighborhood
- 25th & Pillsbury
- Seward - 30th & Franklin
- Cleveland
- St. Paul- Stevens & Bellows
- Robbinsdale
- Loring Park
- 26th Avenue SE-Hennepin
- Lowry Hill
- Mound
- Powderhorn- 32nd & Cedar South
- Powderhorn
- Lowry Hill East
- St. Louis Park

Question #1b: Where do you work?

- 710 S. 2nd Street
- Douglas & Duluth in Golden Valley
- Roseville
- 710 S. 2nd Street
- University of Minnesota
- Downtown St. Paul
- Downtown
- 225 - 6th Street and 2nd Avenue
- St. Paul- Capitol
- 38th & Bryant South
- Downtown- 3rd Avenue and 11th Street
- 11th Street & 3rd Avenue South
- Downtown Minneapolis
- Downtown
- 37th & Bryant
- 47th & Beard

- U of M West Bank
- Mendota Heights

No Answer (3)

Question #2: Do you own or operate a business in Minneapolis?

- Yes (1 answer)
- No (16 answers)
- No Answer (3)

Question #2a: Where is it located?

- No Answer (1)

Question #3: Are you a transit rider?

- Yes (20 answers)
- No (0 answers)
- No Answer (0)

Question #3a: What routes do you typically use?

- Occasionally, I take the 17 or 18 downtown
- 6, 12, 2, 94, 21, 50, 16, 114, 117, 4,5
- 22, 721, 724, 5, 6, 16, 50, 3
- 4, 3, 61
- 21, 14
- 4, 6, 10, 12, 53, 54, 55, 67, 74, 75, 94
- 32, 14, 801, 223, 227, 717
- 6
- LRT
- 4, 5, 6, 10, 12, 17, 18, 25
- 94B or 94D
- 4, 17, 23, 18, 21, 10, 5, 6
- 2, 3, 8, 11, 16, 24, 7, 50, LRT
- 5, 14, 32
- 17, 18, 6, 16, 4, LRT
- 2, 6, 25
- 19, 111, 7
- 21, 53, 55, LRT, 446, 436, 84, 12, 6, 17
- 19D, 24, 7
- Route 17

Question #4: If you live in Minneapolis, what are the three main reasons you chose to live there?

- I live in the city because I support public transportation and don't drive.
- I like urban living in a comfortably-sized city.
- Transit
- Bike friendly
- Dense active neighborhoods (i.e. Uptown)
- For work
- Because I've lived here all of my life
- Will stand up against crime/greed
- Strong central business district
- Quality of neighborhoods
- Parks and open space
- LRT line

- Bike paths
- Proximity to downtown
- Prefer living in the city- always been an Urban Boy
- Access to arts and downtown
- Access to transit
- Condo option
- I've lived here all my life
- I like the bus system
- Close community
- Close to work
- Close to school
- Support of the city
- Transit options. Moved to Minneapolis in 2002 from St. Paul because of access to transit.
- Place of employment is in Minneapolis
- Proximity to amenities
- Culture/Quality of life
- Employment
- Transit
- Good schools
- Low cost of living
- Metro area is a good size
- Transit convenience
- Compact city center
- Quality of neighborhoods
- Density
- Transit
- Walk-ability

No Answer (5)

Question #5: Please list the three places in Minneapolis you travel to most frequently?

- Downtown (9 Answers)
- Uptown (10 Answers)
- University of Minnesota (7 Answers)
- Southdale (3 Answers)
- Other destinations listed:
 - Work
 - Movies
 - Dining
 - Rainbow
 - Target
 - ProEx
 - Richfield for Shopping
 - Cottage Grove to climb
 - Loring Park
 - Mill City Museum
 - Northeast neighborhoods
 - Summit Ave. St. Paul
 - North/Central
 - Airport
 - Cub Foods (60th & Nicollet)
 - Kowalskis (Hennepin & 25th)
 - Lake Street
 - Boyfriend (3rd Avenue & 25th Street)

- Work (3rd & 11th Street)
- West Broadway
- Northeast Minneapolis- Central Avenue and Quarry Shopping Center
- School (Southwest High School)
- Government Plaza
- South on Cedar to Airport, Mall of America, etc.
- Seward
- 46th St./Minnehaha Park
- Travel to-from Downtown daily
- Warehouse district
- My children in South Minneapolis
- I work in Golden Valley

Question #6: If there were three things that you could change in Minneapolis to make it a better place to live/work/do business, what three things would you change?

- Add more LRT routes to places such as St. Paul and other places within the city
- More frequent buses
- Better bike routes
- More dense
- More pedestrian-friendly
- Less parking (fewer lots- keep on-street)
- The bus system- make it more friendly to the people that actually use and I wouldn't laugh at the people from SE
- Good transit system for everyone
- Need to cut down on the greed (which is a form of sophisticated euthanasia. Taking away people's rights [i.e., flipping property])
- Don't take away basic transit services! Because people without any money don't have other means.
- Safety is a top priority!
- Provide more rail transit and express bus routes (bus rapid transit)
- Separate paths for bikers/roller-bladers from the sidewalk
- Elimination freeways from neighborhoods, i.e., Hennepin/Lyndale 94 mess in front of the Walker Art Museum
- Small buses that run more frequently on more logical routes and 24 hours, as well as a true light rail
- Better walking venues (we walk almost everywhere downtown, including restaurants, and walk to Uptown, and to East Hennepin)
- More pedestrian oriented malls such as Hennepin
- Explore options for homeless persons (e.g. day shelters)
- Get a better handle on pan handling
- Road system- more one-ways
- One-sided parking year round
- More pedestrian friendly
- Better transportation
- Less disparity between rich and poor
- No cold weather
- More transit connections (east-west connections) between North and Northeast
- More shared-user friendly streets for cars, transit, bikes, pedestrians in North Minneapolis
- The attitude in City offices that dictate solely what cannot be done, but also share what is a possibility.
- Hour Car outlets in North Minneapolis.
- LRT Network /Connection to St. Paul
- Better land use downtown
- Expand pedestrian options

- More density on transit corridors/transit oriented development
- Transit connections to all neighborhoods/everyone has convenient access
- Bike/pedestrian connections to transit- every trip starts on foot!
- More regional transit options
- More light rail lines to large area
- More bus services in the city
- Commuter rail line to service every one in a 125 mile area
- Eliminate or bury 94 and 35
- Install a subway network
- Build lots of decent affordable housing
- More buses- like on 19D- there are only three buses in rush hour and 3 buses after work.
- I would like- more frequent buses on 24 route.

No Answer (4)

Question #7: How do you typically travel to destinations in Minneapolis and in your neighborhood?

Answers below identify the number of selections each choice in each subcategory received.

Question #7a: In Minneapolis:

Car	2
Transit	16
Walking	11
Bicycling	7

Question #7b: Within your neighborhood:

Car	1
Transit	8
Walking	15
Bicycling	3

Question #7c: Outside Minneapolis:

Car	10
Transit	15
Walking	3
Bicycling	3

Question #8: What changes (in the land use pattern and/or transportation system) would encourage you to use transit (LRT or bus) more frequently?

- More LRT lines. More frequent buses.
- If it actually went where I needed (3 buses one way)
- Entrances to destinations are placed at the street instead of behind large parking lots.
- I would like to have buses to Mound on Saturday. I want to be with my kids then but there are no buses on Saturday. I know of at least 4 or 5 more people who would use buses on Saturday. Or maybe get 678 bus to go from Mound to Wayzata where there is bus service on Saturday.
- Denser housing, variety of housing options, grocery stores, drug stores, libraries, local clinics, practical shops, entertainment parks, within walking distance. Think Uptown. Shorter headways on buses and trains.
- Late-night service, more service to service Minneapolis-St. Paul all over the area.
- More density on transit corridors. Density also follows transit.
- Enhanced education, awareness and acceptance of virtues of some higher density in communities (more TOD). Frequency and consistency of scheduling.
- I don't own a car, so I use transit solely.

- LRT in North Minneapolis. Increased public safety while using transit and in traveling to and from bus stops, waiting for bus. Especially after dark.
- Buses on time more often (I ride buses almost exclusively). Happier drivers (give them their layovers!). Free passes (we don't get them in my neighborhood). Target literature to people on lines showing what buses they could ride.
- I bus to work daily and also bus to the grocery store. I don't think I could use it more. However, don't replace walking with bus riding/transit.
- Provide LRT to Southwest Minneapolis. Provide bus corridors with buses assigned their own lane.
- More LRT lines. More frequent buses.
- Have better bus service.
- More frequent and faster buses.
- Transit coverage of the city is currently spotty, with certain areas difficult to reach in a timely manner, especially at night and on weekends.

No Answer (4)

Question #9: What changes (in the land use pattern and/or transportation system) would encourage you to use bicycle more frequently?

- Better bike routes.
- Uses transit. Bicycles are being stolen left and right.
- Bike connections between paths, some additional paths, more respectful drivers. Bike racks.
- Have bicycle lanes in the street (not on the sidewalk)
- More north-south bike routes/bike lanes.
- More bike paths on downtown streets already interconnected to paths leading out of town and connect to key sites. Maps!
- No one getting jacked on their bikes near Franklin and Portland. More safe bike lanes. I would bike more if the buses were worse. A nice bike, less lazy.
- More greening of arteries. Public safety. Transportation safety.
- Safer lanes/routes through downtown.
- Better security when leaving bike at LRT station.
- More separated bike paths, clearer signage, development around bike/pedestrian (like greenway plans), public plazas/parks/gathering spaces.
- We need some cops and other law enforcement to patrol these areas.
- Wider sidewalks, keep streets plowed in winter!
- Can't bicycle up hill.
- Wider sidewalks.
- I bike about 100 miles per week (except in winter) and that's probably my maximum regardless of any improvements.

No Answer (5)

Question #10: What changes (in the land use pattern and/or transportation system) would encourage you to walk to work or other destinations more frequently?

- Street lights at busier cross-sections that don't currently exist.
- Sidewalks clear of snow/ice.
- I walk to the bus often
- More transit area.
- Density, mixed-use/transit oriented development. Prefer small businesses or multi-level "big boxes". Need smaller footprint for walk ability. Wide sidewalks.
- More neighborhood commerce.
- I already walk to work everyday.
- Public safety. More amenities in area close to home.

- I walk everywhere within 2 miles usually, unless I don't feel safe. Better lighting, cleaning up Franklin between 3rd and Minnehaha.
- Better walking venues, e.g., wider paths. Repair walking surfaces. Connect to skyways but also street level.
- Safer pedestrian crossings. Traffic calming.
- Have another strike and I'll keep walking to work.
- Fewer parking lots, enforcing un-blocked street window code (signs, blinds, boxes).
- Already walk from work.
- Already walk as much as possible. Improve/clean up crime.
- To have the basic needs-grocery stores, banks, hardware stores, etc., within walking distances. Avoid big-box retail centers, such as the Quarry, in NE Minneapolis.

No Answer (4)

Question #11: In your view, what are the three most important things to "get right" in planning the future of the transportation system for Minneapolis?

- Focusing on making city pedestrian-friendly.
- Bringing city down from skyways and outside of car.
- Get back what we lost when people walked everywhere.
- Before winter!
- Affects common folk.
- Keep routes they have.
- Make sure hours are workable for every work shift.
- Make times doable for drivers to stay on time.
- Adequate housing density.
- Appropriate streetscape.
- Pedestrian/bike/transit facilities.
- Make it easier for people that live within the city limits to ride the bus. To work-to shopping-to doctors appointments, etc.
- Follow "Transit First" policy where all new trips are on transit. Discourage car trips in the city.
- Develop a clear well-communicated plan that connects to light rail and bike options.
- Provide adequate operating money- not just capital.
- Make sure buses are shopper-friendly e.g. space for carts.
- Access to "important" places like HCMC, Government Center, Uptown, at all hours.
- More cross-city and suburb routes.
- More LRT and express buses.
- Transit connections/nodes in regional neighborhood.
- Boulevard space/greening along community corridor with street-level lighting.
- Equitable distribution across Minneapolis.
- Connections for pedestrians to bus or to LRT.
- LRT grid or network (as opposed to isolated lines)
- Some additional density in neighborhoods.
- Sense of place and design aesthetics.
- Transparent and open process
- Meaningful community input from the beginning.
- Service to serve everyone.
- Don't concentrate on major corridors and eliminating regional planning- integrate into regional plan.
- More light rail.
- Commuter rail lines
- More bus service late night-early morning.
- Build for future capacity

- Build densely the things and places people need around transit stops.
- Focus on upgrading existing corridors.
- More service.
- More reverse-commuter bus service to jobs in suburbs, especially West and Southwest, because of General Mills, Cargill, SuperValu, which are all difficult or impossible to access by bus yet are some of state's largest employers.
- Improve, or expand, the areas covered by transit.
- Improve the frequency of transit service.
- Create a diverse system- buses, rail, bike and pedestrian.

No Answer (4)

Question #12: In your view, what are the three most critical things to "avoid" in planning the future of the transportation system for Minneapolis?

- Allowing city to become increasingly car culture.
- Don't cut people out of the system as they have no way of getting around.
- Sprawl.
- Focusing only on buses at the expense of rail transit.
- Building too little too slow.
- Relieve some traffic backup on freeway.
- Do NOT pick isolating modes (PRT, etc.) that discourage interaction with others.
- A Rondo here.
- Density destroying single family/duplex neighborhoods.
- Over-engineering (structural emphasis over qualitative elements)
- Failure to innovate (fuels, materials, avoid reliance on yesterday's methods)
- Differences in planning based on location (i.e., South vs. North)
- Differences in planning based on assumption in income, public safety
- Overly complex system, limited stop drop offs or skip stops. People don't always read all the signs and have an expectation to be picked up; otherwise you need to be "in the know," which makes it difficult for new transit users and out of town visitors.
- Wider roads are not the answer.
- It's not just about commuters, but also those who take buses everywhere.
- Don't forget to ask the bus drivers- they know.
- Under funding
- Failure to plan for growing neighborhoods.
- Avoid more highways and highway lanes.
- Avoid more downtown parking- encourages people to use car over transit.
- Don't make it so that people can't keep medical and dental appointments.
- Don't make it so that people have to start driving to get somewhere.
- Keep the buses running at reasonable times so people can get there on time.
- Parking lots.
- Freeway street
- NIMBY-ism
- Windowless walls on major corridors
- Make sure it's not a chore to travel having to make transfer usually never work, for buses don't wait, meaning long waits.
- No more highways/freeways.
- Take care of what you have.
- Take care of buses. Replace them when they are old. Card machine hasn't worked, needs repair.
- Do not rely upon automobiles.
- Do not expand freeways and highways.
- To do nothing.

No Answer (6)

Misc. Comment:

- The bus company has a golden opportunity to get new riders with the high price of gas. People will take the opportunity and ride buses if you make service more available. People are tired of paying so much money for gas. Advertise the opportunities you can give them.

South (Sabathani Community Center, October 26, 2005, 6:30-8:30 p.m.)
13 Questionnaires were received

Question #1: Are you a resident of Minneapolis?

- Yes (11 answers)
- No (2 answers)
- No Answer (0)

Question #1a: Where do you live?

- West Lake Street and Dean Parkway
- Central (36th & Columbus)
- Loring
- Loring Park
- Uptown
- Highland Park- St. Paul
- SE Como
- 28th Avenue South & E. Minnehaha Parkway
- Cedar-Riverside
- Prospect Park
- Tangletown
- 5th Street SE & 8th Avenue (Marcy-Holmes)

No Answer (1)

Question #1b: Where do you work?

- Retired- work part time at Orchestra Hall
- Whittier (Stevens & 26th)
- 7th & Nicollet
- Retired
- Golden Valley, 394 & Xenia Avenue
- Roseville: County Rd. C & Snelling (I can't bike there- it is unsafe)
- Mounds View- Hwy. 10
- Home
- Bloomington
- University of MN- East Bank

No Answer (2)

Question #2: Do you own or operate a business in Minneapolis?

- Yes (1 answers)
- No (12 answers)
- No Answer (0)

Question #2a: Where is it located?

- Home- 1200 Nicollet

Question #3: Are you a transit rider?

- Yes (9 answers)
- No (4 answers)
- No Answer (0)

Question #3a: What routes do you typically use?

- 17 or 12

- When it's extremely cold and I choose not to bike, I use the 5, 23, 11, 2, 18, 17, 16, or LRT line.
- Seldom, but appreciate bus service. Spouse takes bus from DT to Hopkins occasionally.
- 4 or 6
- LRT
- 19, LRT
- 7, 19, 6
- 8, 55
- 2, 3, 4, 6, LRT

Question #4: If you live in Minneapolis, what are the three main reasons you chose to live there?

- I have lived here since kindergarten (71 years ago) but wouldn't live anywhere else- I want a walk-able neighborhood. I love the lakes, parks and bike trails.
- Large city, cultural opportunities (arts, music, film, U of M), parks.
- Walking distance to downtown; I walk a lot.
- Restaurants, entertainment, businesses in downtown.
- Don't have to drive all of the time.
- Cultural life of downtown.
- Able to walk to restaurants, etc.
- Diversity of the neighborhood.
- Live without a car.
- Quality of non-public education for kids.
- Quality of cultural activities.
- Family history of living in Minneapolis.
- Park spaces, family connections.
- It is near the University of Minnesota Minneapolis campus.
- It has rail and bus routes to work places.
- It has affordable housing.
- Close to home (St. Paul).
- Parks.
- Neighborhoods.
- Proximity to University of Minnesota.
- Access to entertainment, dining, businesses.

No Answer (3)

Question #5: Please list the three places in Minneapolis you travel to most frequently?

- Downtown (9 Answers)
- Uptown (5 Answers)
- University of Minnesota (6 Answers)
- Lake Harriet (2 Answers)
- Orchestral Hall (2 Answers)
- Other destinations listed:
 - Customers in South Minneapolis
 - Central (home)
 - Whittier (work)
 - Riverfront
 - I-94 Corridor and alternate parallel routes
 - East and west River Drive (Greenway Cedar Trail system).
 - Midtown Minnehaha and Lake
 - Central Ave. NE Corridor
 - Lake Street
 - Seward Towers
 - 26th and Nicollet

- Guthrie Theater

Question #6: If there were three things that you could change in Minneapolis to make it a better place to live/work/do business, what three things would you change?

- Better bus service.
- More LRT (especially to St. Paul).
- If traffic is concentrated, e.g., freeways, then decongest them. Otherwise provide better cross-town roads, i.e., the old Portland/Park combo.
- I would plop down a complete (massive investment) multi-modal transportation system mainly focused on rail and bicycle transportation.
- Expand and improve public open space (park system) around transit stations.
- Encourage high-density (with open space) development (TOD) around transit corridors- yes, tall buildings with adjacent open space are better than squat buildings without open space.
- Buses off Nicollet Mall.
- Complete LRT grid of Twin Cities.
- Extended hours in DT Minneapolis Skyway.
- Fewer buses on Nicollet Mall.
- Free bus service in downtown core.
- Better bicycle lanes downtown.
- Realistic level of service policy for sidewalks.
- More civilized street design, make car-ped interactions more civilized.
- Bike lanes on more roads outside of downtown.
- Better E-W through routes and N-S through routes cross-town or 1/2 way across town- not Interstate type.
- More bicycle paths.
- Safer bike paths.
- More disability awareness.
- Better overall signage.
- Safer crosswalks.
- Narrow streets in some areas to widen boulevards and sidewalks (ped friendly).
- Car-free zone downtown core.
- Continue to increase ridership on buses.
- Charge a fee for car ownership in households beyond one or two.
- More jobs.
- A general college at the University of Minnesota.
- Another hospital.
- Reduce crime and taxes.
- Traffic calming.
- Better transit.
- Expand rail service.
- Convenience for transit- be able to go to any stop and be able to figure out how to get where going.
- Easier to walk to any necessary services/businesses.

Question #7: How do you typically travel to destinations in Minneapolis and in your neighborhood?

Answers below identify the number of selections each choice in each subcategory received.

Question #7a: In Minneapolis:

Car	10
Transit	5
Walking	5

Bicycling 7

Question #7b: Within your neighborhood:

Car 4
Transit 3
Walking 10
Bicycling 6

Question #7c: Outside Minneapolis:

Car 11
Transit 2
Walking 0
Bicycling 4

Question #8: What changes (in the land use pattern and/or transportation system) would encourage you to use transit (LRT or bus) more frequently?

- Businesses close to stops/stations, transfers convenient.
- A train station closer to my home.
- Better transit- once per hour to LRT doesn't work.
- Service even farther west, service even farther south.
- Concentration of routes for easy transfer and increased frequency of buses on routes (10 min. headway).
- Make it cheaper- give away 10 free LRT rides per household per year.
- Better auto parking at LRT stops.
- More LRT lines.
- More frequent schedule, less wait. Better waiting stations.
- If we actually had a transit system that was complete and ran 24/7 that rivaled travel time by car or bike, I'd probably use it more. Higher density, mixed-use development around transit stations (land use).
- Availability.
- More frequent buses and later at night. Lower fares. Would love to have LRT on my side of town!

No Answer (1)

Question #9: What changes (in the land use pattern and/or transportation system) would encourage you to use bicycle more frequently?

- Less traffic.
- Fix gaps in bike trails.
- More trails like Midtown Greenway.
- Parts of bicycle lanes would have to be indoors.
- Policy that would charge user if going to city center with vehicles.
- Policy to drive- charge for driving cars.
- Bike lanes on more roads outside of downtown.
- A better map and signage system.
- Smooth, clean streets. Bike lanes OK but not essential.
- Low traffic streets as routes, better signage.
- I already bike almost exclusively, but a north/south bikeway similar to the Midtown Greenway would provide a much-needed link in the bike system.
- Heated tunnels everywhere, and A/C.
- I already bike a lot- am anxious for the final stages of the Greenway (to the river) and the Cedar Lake (from downtown to the river).
- Bicycle access to businesses.

No Answer (3)

Question #10: What changes (in the land use pattern and/or transportation system) would encourage you to walk to work or other destinations more frequently?

- Pedestrian friendly zones.
- Density!
- Building density and expecting transit to follow.
- Not building employment opportunities into neighborhoods.
- I already walk a lot but would do it more easily and happily if there were safer crossings (Lake Street-Dean Parkway-W. Calhoun Boulevard) and if more space between sidewalks and traffic (i.e., boulevards).
- Streets designed for more than cars would help. Walking along Park, Portland, 26th and 28th for example is not pleasant. It's borderline hostile. Also, vacated streets in certain areas- NO cars at all.
- Vehicles off Nicollet Mall.
- Improve dangerous crossings (Lyndale/15th [Walker]).
- More spaces like the Loring Greenway.
- Work is too far.
- Incentivize me financially for walking- let corporations take lead in getting their employees healthier.
- Getting a job within a few blocks of where I live.
- I am not trying to get the Seward Co-Op to move to the Cedar-Riverside neighborhood- that would get me to work there.
- Less big-box, more mixed-use.

No Answer (2)

Question #11: In your view, what are the three most important things to "get right" in planning the future of the transportation system for Minneapolis?

- Tilt modal split much more away from cars.
- Transit now to help shape land use.
- More pedestrian friendly areas.
- We should stay in compliance with federal air quality laws.
- We should go ahead with the fix Mn/DOT wants at 35W and 62.
- We should replace the Washington Avenue bridge some decades from now.
- Know what the demographics and economy demand will be.
- More bicycling- more bicycling!
- More river travel- Mississippi- needs demands/environment impacts studies.
- Downtown- I usually just want to get through. Too many turns to get through.
- Fewer automobiles on downtown streets.
- Re-do the bus system downtown.
- Don't forget pedestrians and bicyclists.
- Create a "world class" pedestrian zone in downtown (maybe Uptown).
- First-class LRT system- complete.
- Plan to move large numbers of people into/through downtown.
- Connect land use to transportation (TOD).
- Base it heavily on rail over bus (this will result in higher ridership).
- Expand public open space to facilitate movement around stations and mixed-use developments.
- Buses- frequency, location and destination, cost of fares.
- Streets- narrow, don't widen, need to slow traffic.
- Sidewalk design.
- "Cool" transit.
- More transit focus.
- More density around transit.
- Ped-friendly downtown.
- Spoke and hub LRT supplemented by buses and bikes and streetcars.

- Hybrid buses.
- Do not plan into obsolete solutions.
- Use rail (move transit out of auto traffic).
- Keep big picture in mind- think about metro-wide systems.
- Have funding.

No Answer (1)

Question #12: In your view, what are the three most critical things to "avoid" in planning the future of the transportation system for Minneapolis?

- Rail, rail, rail.
- More parking downtown.
- More lanes of traffic.
- Creating bottlenecks.
- Enlarging sprawl.
- Focus on S.O.V.
- Using neighborhood streets as overflow.
- Widening streets.
- Encouraging cars.
- Decreasing bus service while increasing fares.
- More roads (wider).
- More surface parking lots.
- Low-density sprawling land use patterns.
- Avoid personal rapid transit.
- Anything that encourages more cars downtown.
- Don't give into the "auto interests".
- Thinking too small.
- Creating a plan that has no funding.
- Using neighborhood streets as arterial streets.
- Land use policy- expecting transit to follow after development.
- Environment impacts on policies.
- Just widening freeways, without light rail.
- Narrowing 35W.
- Planting trees along Washington Avenue if they would have to be moved.
- More parking.
- More roads.
- More cars.

No Answer (2)

South (Keewaydin Recreation Center, October 26, 2005, 6:30-8:30 p.m.)
2 Questionnaires were received

Question #1: Are you a resident of Minneapolis?

- Yes (2 answers)
- No (0 answers)
- No Answer (0)

Question #1a: Where do you live?

- 22nd & Bryant.
- 31st Avenue and East 25th Street

Question #1b: Where do you work?

- Have been looking for work since 07/2002.

No Answer (1)

Question #2: Do you own or operate a business in Minneapolis?

- Yes (0 answers)
- No (2 answers)
- No Answer (0)

Question #2a: Where is it located?

N/A

Question #3: Are you a transit rider?

- Yes (2 answers)
- No (0 answers)
- No Answer (0)

Question #3a: What routes do you typically use?

- 2,3,7,8 (when available), 19, 21, 24, 27, 23, 46, 74, 84, 55 (only when I absolutely have to go to Airport or Mall), 16, 9, 11.
- 2, 5, 18, many more.

Question #4: If you live in Minneapolis, what are the three main reasons you chose to live there?

- It used to have job openings in the inner city. It used to have clean air, arts and diversity.
- Proximity to goods, services, entertainment.
- Accessibility to things.
- Nostalgia.

Question #5: Please list the three places in Minneapolis you travel to most frequently?

- Nicollet Mall
- Franklin Avenue
- Cedar-Riverside
- U of M Area (but the bus #24 doesn't go that way- the old #20 bus did)
- Downtown
- Uptown/Midtown
- Neighborhood

Question #6: If there were three things that you could change in Minneapolis to make it a better place to live/work/do business, what three things would you change?

- More job openings on second shift in the inner city.
- Stop closing bus stops so that people have to walk 3 to 6 blocks just to catch a bus.
- Stop raising bus fares and then cutting services. I used to be able to ride a bus to the Old. Fort Snelling- now it's a very long walk. And there used to be a bus from St. Paul to Stillwater, MN.
- Density.
- Transit services.
- Pedestrian walk ability.

Question #7: How do you typically travel to destinations in Minneapolis and in your neighborhood?

Answers below identify the number of selections each choice in each subcategory received.

Question #7a: In Minneapolis:

Car	1
Transit	2
Walking	2
Bicycling	1

Question #7b: Within your neighborhood:

Car	0
Transit	2
Walking	2
Bicycling	0

Question #7c: Outside Minneapolis:

Car	1
Transit	1
Walking	0
Bicycling	0

Question #8: What changes (in the land use pattern and/or transportation system) would encourage you to use transit (LRT or bus) more frequently?

- The city doesn't have enough light rail cars and LRT drivers. Example: if a person misses a light rail train at 5th and Hennepin between 6:40 p.m. and 7:00 p.m. it takes 40 minutes before a train that crosses Franklin Avenue actually arrives. The new schedule (9/10/05) claims that all the trains stop at every station all the way to the Mall but they don't. The next southbound train after 7 p.m. doesn't even allow passengers to board. It goes "out of service". The next two trains after 7:00 p.m. only stop to Cedar-Riverside and then they pull into Car Barn "out of service". If a person misses the 6:00 light rail train, it's just as fast to ride a southbound 7 or 24 bus as it is to wait for #55 that really travels to Franklin Avenue (traveling south from 5th and Hennepin).
- Less parking (no minimum parking requirements in transit corridors and max requirements).

Question #9: What changes (in the land use pattern and/or transportation system) would encourage you to use bicycle more frequently?

- Bike lanes.
- Parking facilities for biking.
- Physically unable to ride bicycle since 1965.

Question #10: What changes (in the land use pattern and/or transportation system) would encourage you to walk to work or other destinations more frequently?

- Better walkways.
- Density.
- Permanently physically disabled and my condition is deteriorating despite regular physical therapy.

Question #11: In your view, what are the three most important things to "get right" in planning the future of the transportation system for Minneapolis?

- Pedestrian walk ability.
- Transit corridors with less parking.
- Less focus on the SOV and more intermodal connections.
- Invest in a set of maps that accurately represent actual distance. Example: the maps used at Heywood Garage- public meetings represents the distance from Franklin Avenue to southeast and University as a distance of a half-mile. Not True.
- Make all the route planners at MTC actually ride regular bus lines everyday. Not just once every 3 or 4 years.
- Clean the inner city buses as often as the suburban and express buses get cleaned.

Question #12: In your view, what are the three most critical things to "avoid" in planning the future of the transportation system for Minneapolis?

- Republican politicians who only drive cars.
- Mn/DOT and its appraisers.
- The assumption that all the disabled citizens are in motorized wheelchairs.
- More parking/cars.
- Less streets that are pedestrian friendly.
- Broken connections in the system.

Northeast (East Side Neighborhood Services, November 22, 2005, 6:30-8:30 pm.)
10 Questionnaires were received

Question #1: Are you a resident of Minneapolis?

- Yes (4 answers)
- No (0 answers)
- No Answer (6)

Question #1a: Where do you live?

- 1225 Rose Vista Court, Apartment 7
- Elliot Park- 9th and Park Avenue
- Hiawatha Neighborhood
- Whittier
- 34th Avenue and 53rd Street South
- Elliott Park
- 44th/Upton (Linden Hills)
- Seward (26th and 36th Avenue South)
- Sheridan- 4th Street NE and 15th Avenue NE
- Holland Neighborhood

Question #1b: Where do you work?

- Meriwether Ventures- 800 Transfer Road
- Freelance/Contract, I work all over
- 10th and LaSalle
- 1st Avenue North and Washington Avenue North
- Retired
- Unemployed
- Downtown- Pillsbury Building
- Macalaster College
- Marcie Holmes- Main St. SE and 2nd Avenue SE
- Vineland and Hennepin
-

Question #2: Do you own or operate a business in Minneapolis?

- Yes (1 answers)
- No (9 answers)
- No Answer (0)

Question #2a: Where is it located?

- Work from home

Question #3: Are you a transit rider?

- Yes (8 answers)
- No (0 answers)
- Sometimes (2 answers)
- No Answer (0)

Question #3a: What routes do you typically use?

- Metro Transit, Bee Line, and Minnesota Valley bus routes
- Not typically, use LRT to get to airport
- Sometimes, take light rail from 38th Street station to downtown
- 4, 6, 12, 17, 18
- 27, 515, light rail

- Main ones are 14, 5, 6; used to use the 8 and 24
- 6
- 24, LRT, 84, 21, 53
- 11, 17, 10, 55, 6, 16, 28, 23
- 6, 10, 17, 16, 50, 32, 87

Question #4: If you live in Minneapolis, what are the three main reasons you chose to live there?

- I do not live in Minneapolis, I do live in Roseville
- Family
- It's a great city, cultural/social/political "climate"
- Central location to all of my clients and the city
- Easy access to "nature" right in the city
- Location to work
- Safe, clean and affordable neighborhood
- Easy access to freeways, shopping, etc
- Transit, bike, walk to commerce and parks/lakes/river
- Born here, love living in the city
- Access to shops, restaurants, etc
- Parks
- Because it has access to all bus service out to all shopping malls, all grocery stores, and other areas I need to go to
- Park system/trail path system
- Good place for gay people to live
- Access to culture/arts
- Wife likes big city, I like small town; our neighborhood is an excellent compromise spot
- Want to live close to where we work
- Availability of transit, bike and pedestrian facilities
- History
- Friends (may be #1)
- Born, raised, living- it's home and I'm a loyalist
- The University of Minnesota is home- wish it were more accessible

Question #5: Please list the three places in Minneapolis you travel to most frequently?

- Mount Olive Lutheran Church
- Bethlehem Lutheran Church
- Our Redeemer Lutheran Church
- Minnehaha Lutheran Church
- Uptown/East Harriet
- University area
- Near Northeast
- Downtown to work
- 494 corridor to shop
- local neighborhood
- Bob's Java Hut
- Downtown
- Uptown
- The Hub (66th and Nicollet)
- Southdale
- Mall of America
- Downtown
- Downtown Minneapolis and 20 miles out
- Mall of America, Har Mar, Midway between Minneapolis/St. Paul
- Doctors appointments, swim therapy

- Northeast/Riverfront area (for nightlife)
- Uptown- shopping and fun
- Walker Art Center
- Work- Macalaster College
- Independence Party Office (Fairview and University, St. Paul)
- Nicollet (Eat Street area)
- Chain of lakes (by bicycle)
- Airport by bus and LRT
- Downtown
- Uptown
- University

Question #6: If there were three things that you could change in Minneapolis to make it a better place to live/work/do business, what three things would you change?

- More green/public space downtown, particularly on the periphery
- Higher-density with mixed use in urban core
- More vibrant concentrated business and entertainment areas (like Uptown, Lyn/Lake, and Dinkytown)
- More convenient mass transit
- A more visible police department
- Improved roads (too many rough roads, too many holes, poorly patched manhole covers, etc)
- More frequent buses
- Higher-density housing on commercial corridors
- A plan for developing/linking downtown to the neighborhoods
- Take care of crime issues (gangs/drugs)
- Get rid of pan handlers- they scare people
- Have good public transportation system
- Make sure we could have bus service to Hennepin parks.
- When we have holidays-affordable bus (smaller buses) to get around
- Churches- they do not seem to care if you are trying to get to church
- More money infused into transit. It seems weird that the budget gets cut.
- What incentive does the Metropolitan Council have to push back against the cuts when it is their boss (Governor) who appointed them to their jobs and suggested the cuts? That's not a healthy structure.
- Better coordination of stuff across the river (bike trails, through roads)
- Fewer cars on the roads (not more roads!)
- Easier to make new friends/meet new people
- More flexible and frequent transit
- More rail transit
- More walkers!
- Improve the transit immensely- it's sub-par.
- Make the city denser. Bring in more taxpayers, but try to avoid gentrification.
- Less red tape in government processes. More accessibility to laymen.

Question #7: How do you typically travel to destinations in Minneapolis and in your neighborhood?

Answers below identify the number of selections each choice in each subcategory received.

Question #7a: In Minneapolis:

Car	6
Transit	8
Walking	2
Bicycling	4

Question #7b: Within your neighborhood:

Car	0
-----	---

Transit	3
Walking	9
Bicycling	3

Question #7c: Outside Minneapolis:

Car	8
Transit	4
Walking	1
Bicycling	1

Question #8: What changes (in the land use pattern and/or transportation system) would encourage you to use transit (LRT or bus) more frequently?

- If they came more frequently
- If they were quicker
- More frequency
- More crosstown routes
- Quicker routes (it takes me 45 minutes to get to work via bus, 30 minutes by bike and 20 minutes by car)
- Heaters in bus shelters
- A more connected system
- If it went further or to the spots I need to go. I do take it 80% of the time when I want to go somewhere along its route.
- There are some changes - such as if they change streets- Mn/DOT is doing a study to see if it is a good transportation. It seems to be well planned. But sometimes it helps to do that when planning new design and old.
- Be sure buses are on time.
- Pedestrian environment
- Higher density
- Better information at each stop
- It works just fine for me now
- Making sure residential neighborhoods have the businesses needed within walking distance (e.g., there are no downtown grocery stores or other residential businesses to support the population!)
- Combine routes

Question #9: What changes (in the land use pattern and/or transportation system) would encourage you to use bicycle more frequently?

- No, I have not been bicycling lately
- Decrease residential speed limit to 25 MPH!!
- Dedicated bike paths or better design of bike routes on streets connecting more areas of Minneapolis
- Advocacy and education campaign for drivers or more enforcement of reckless driving
- Bike-only lanes
- Access to showers, storage, etc.
- Marked routes that connect
- Be sure buses are on time
- Probably not much, except bicycles need to have well-planned, safe, enjoyable paths
- Calmer drivers (I make a point of commuting off-hours for the sake of my skin)
- A place to put my bike when I get there (as there often isn't one), I ride by klunker bike 80% of the time
- I bike two- to four-times per week, and I love it.
- I would be more encouraged if you would create better relationships with road builders so that any new street project would include/add a bike lane in the planning process
- Facilities with less car traffic
- A lane on Monroe from Lowry to where it becomes 7th Street. Another lane on Central (especially in the St. Anthony area)

Question #10: What changes (in the land use pattern and/or transportation system) would encourage you to walk to work or other destinations more frequently?

- Well, I personally avoid walking under/near railroad bridges at night
- More fellow walkers
- More pedestrian-oriented lighting
- Too far for me to walk to work
- I really don't like walking- too slow for my taste. If I could open up more free time- if my life were less hectic- I might do it more
- That is not always the land use or transportation system. That has to do with a person's health and other factors. It does have to do with winter and how slippery the sidewalk.
- Safety factors
- Trees
- I won't/can't walk 5-miles to work!
- More greening, eyes on the street, vitality/business districts, especially in downtown periphery (Elliot Park/North Loop/Mill District). More areas to "park" my dog would definitely encourage walking!

No Answer (1)

Question #11: In your view, what are the three most important things to "get right" in planning the future of the transportation system for Minneapolis?

- New routes
- Run more often
- Building transit before density
- Eliminate lot parking and evaluate parking requirements for residential and business (1 car/dwelling)...discourage oversized lots.
- Create transit that is not mixed into traffic (rail, specified bus lanes/streets)
- The necessary correlation between systems (signal lights, bus and light rail schedules), bus corridors, bikes off roads
- One-way/two-way downtown street system
- Plan for the edge of downtown
- More bus service
- Buses on time
- More frequent
- Lots of choices for transportation- small buses on Sunday morning
- Better service- less strikes- privately owned
- Light rail expansion
- Study other countries that use mass transit
- The government needs to budget or use money better to meet needs
- Incentivize people to avoid using their cars (but not my making car travel inefficient)
- Coordinate with adjoining communities- Minneapolis is not an island!
- Continue to expand the superb bikeway system
- Leverage private enterprises (e.g., Twins Stadium) to build more rail
- Get "quick passes" to speed up bus boarding
- Require any new building/condo to contribute to transit upgrades nearby, like in NYC, where I just moved from
- Focus on transit, bikes and walking
- Look at crosstown transit more
- City must provide funding too for transit
- Rid of downtown dependence on autos- totally public transportation
- Make sure Northstar includes stops in North Minneapolis
- Integrate light, commuter rail, buses, bikes, pedestrians, everything. Interdependence.

- A "smarter" Metro Transit/act like a business (i.e., why aren't I seeing ads encouraging new riders because of gas prices? Seems like a perfect opportunity, but I only see the same ads of firemen riding the bus).

Question #12: In your view, what are the three most critical things to "avoid" in planning the future of the transportation system for Minneapolis?

- Dependence on autos-alienating inner-city dwellers
- Not thinking about bikes
- Continued emphasis on car
- Neglect of the transit system
- Hmm... Not sure off hand. Ever been to Portland, Oregon? Great transit system there.
- Don't funnel cars onto a few high-volume routes (especially freeways!)
- These should be for long distance travel. Make it harder to get on and off.
- Don't spread resources too thin- you must prioritize
- Lack of planning
- Any strike- money used to have a better service rather than management stuff their pockets
- Think about light rail planning
- Sometimes you need to find ways to build it and the money will come later
- Don't cut out key buses taking you to the LRT
- Have enough transit police to be sure people pay
- Be sure transit stations are safe
- Succumb to suburban demands for cheap parking
- Understanding downtown and Minneapolis as a whole is a city (urban) first
- Avoid being car-centric, as Minneapolis grows people will have to move to mass/alt transit in other major metro areas
- Bus accidents

No Answer (1)

Miscellaneous Comments Received:

I would like to have the opportunity to voice my opinion in favor of mass transit. I was raised in rural Minnesota, and am vision impaired. Hence I was attracted to the freedom of movement provided by our buses and para-transit systems. This summer, I along with thousands of people were inconvenienced by the Nicollet Mall detour. Believe me, I want a vibrant downtown, but there has to be another way. Perhaps someday a more eco-friendly buses there won't be a need for a detour. I heard that one of the reasons the businesses pushed for this was because of the smoking ordinance. I'm no fan of smoking, but if restaurants want to attract more businesses they should offer an affordable venue. Believe me, having a Target downtown has been a blessing. I also took part in a survey put out by Metro. I hope the findings of that will help you, and that they will be made public soon.



News Release

Contact: Charleen Zimmer, City of Minneapolis, 612-673-3166

Learn more about Minneapolis' 10-Year Transportation Action Plan at one of several workshops

Sept. 19, 2005 (Minneapolis) – The City of Minneapolis is hosting a series of workshops to give the public an opportunity to share their ideas on how the City can improve its transportation system. The workshops will provide an overview of the City's 10-Year Transportation Action Plan, which is under development, and the provide information on the transportation challenges facing the City.

When completed, the Transportation Action Plan will be a citywide plan that addresses a full range of transportation options and issues, including pedestrians, bicycles, transit, automobiles, and freight. The 10-Year Action Plan will also include additional materials, including a Web-based transportation fact book; a transit and street operations plan for downtown; and new street design guidelines that reflect the characteristics of the surroundings.

Pre-registration for the workshops is not required. Since the workshops will include presentations on transportation challenges facing the City, followed by structured dialogue, participants are encouraged to arrive at the designated meeting start time.

The Workshops are being held:

- 6:30 p.m. – 8:30 p.m., Tuesday, Oct. 18, 2005
North Commons Recreation Center, 1801 James Ave. N., Minneapolis
On Bus Route #14
- 5 p.m. – 7 p.m., Wednesday, Oct. 19, 2005
Butler Square Building, First Floor Conference Room A and B, 100 N. Sixth St., Minneapolis
On Bus Route #19
- 6:30 p.m. – 8:30 p.m., Wednesday, Oct. 26, 2005
Sabathani Community Center 310 East 38th St. Minneapolis
On Bus Route #23

Upon request, the City will provide reasonable accommodations to person with disabilities or who are in need of a translator. Please submit such requests or requests for additional information to Charleen Zimmer, Project Manager, at 612-673-3166 or Charleen.Zimmer@ci.minneapolis.mn.us no later than seven days prior to the meeting.

Attention. If you want help translating this information, call- 612-673-3737

Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612-673-2700

Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500

Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu 612-673-2800

###

Access Minneapolis Workshop #1

Flip Charts from North Commons Recreation Center

General Comments

- Bike parking is free
- Bike locks
- Good bike system
 - Downtown/west
- River bikeway good
- Safety concerns with biking on street (crash concerns)
- Pedestrian:
 - Circle trail around Columbia Golf Course
- NE Park doesn't have sidewalks
- Bike: Local streets OK
 - Access/safety issues at intersection
 - Enforcement of speed needed
- 49th good alternate to 50th street
 - Walking
- Buses only hold two bikes
- NE- speed
- Bike lane in middle of traffic doesn't make sense
 - LRT intersection safety/confusion/signage
- Streetcar system
 - Good access
 - Cheap, timely, efficient
- LRT: needs more connections
- Ample parking everywhere (except Uptown)
 - Price is a factor in downtown
- Parkways work well
 - Good access
 - Varies city-wide
- Downtown parking
 - No cheap or affordable parking
 - No cheap short-term parking

Ten Year Improvements

- Non-polluting bus
- Add more buses and more mass transit for average person
- Likes the 15 minute target- faster
- Bus must move faster than auto
- Need to free road space for goods
- Commercial corridor (Central) didn't work
 - No good service east/west
 - But creating employment
- Need routes east and west
 - Lowry, Broadway, East Hennepin
- 15-minutes to downtown should be good
- Re-examine commuter routes
- Suburban people get closer to work via bus
- Diversity needed
- Commuter routes need to get closer to employer

- Hennepin route is a safety concern
- More pedestrian-friendly
- Think about development-so you can walk
 - Neighborhood
 - Needs to be cheaper to get around
 - Need to consider full cost
- Charge more for parking
- Aesthetic standards
- Lighting standards
 - Light pollution on Washington Avenue
- Pedestrians- nothing to draw people to street
- Building design
- Dedicated bikeways- 18th
 - Could have problem with speed in excess of 10 mph
 - Bike speed lane
- Recreational trails needed
- 15th /Oak Grove-Dangerous- Experimental bikeway
- Parking costs need to go up
 - City should consider impact of parking costs when setting policy
- More collaborative transit system
- Biking downtown is difficult
- Biking to downtown good, then hop on a bus (bike station).
- Bikeway on top of skyway.
- Increase the cost of surface parking.
- Municipal parking spots.
- Train:
 - Freight usage
 - Frequency (low)
 - Convert to bikeway
- Needs to be easier ways to work with Railroad
- Scooter/disabled improvements
- Extend Lake Harriet trolley to Lake Street
- Minneapolis to St. Paul
 - Use existing tracks
 - Soo Line yards to St. Paul
- Hennepin/Nicollet bus
 - Hennepin as a dedicated busway in downtown
 - Nicollet- bikeway, pedestrian
- Rethink land use in downtown
- Need a concentrated group of pedestrians
 - Zones
- Reverse commute issues for downtown residents (how)
- Work density: e.g., Best Buy, Southdale
- More hours of service
 - 18 hours

Things To Get Right

- Emphasize multi-modal
- Goal to reduce auto usage for short trips: develop other options
- Reduce energy costs
- Creative thinking
- Bike paths connected to U of M from Central
- Trolleys

- Dream Big
 - Central Avenue connect to jobs up north, get people downtown, to convention center
- BRT on 35W
 - Could continue on
- Connect street through K-Mart
- Integrate city and urban
- Access to Silverwood Park
 - Need a bikeway
- Recognize connection to north- outside of the city
- Need public input- make process ongoing
- River:
 - need bike and pedestrian ways north and south and east and west: on both sides of the river
 - 17th Avenue crossing point
 - More open space; pathways
- Take advantage of walking opportunities
 - Portland
- Technology: one stop shop for real time system
- Make it work for older people and circulators

Things To Avoid

- Focus on workers only
- Short term thinking
- Need long-term thinking that goes beyond accommodating the auto
- Big-box retail that makes walking difficult
- Avoid land use that promotes the auto (e.g., lots of surface parking around major retail centers)
- Avoid solutions that degrade the environment and further isolate people
- Avoid limiting our thinking: mediocrity
- Cheap and ugly
- Accommodating the single auto
- Tap neighborhoods for specific input

Access Minneapolis Workshop #1

Flip Charts from Butler Square

Best Things About Transit and Transportation

- Regional Issues re: Connectivity
- Local Issues re: Route
- Lowry Avenue Route - No Weekend Service?
- BRT Will Cause Loss of Bus Routes
- LRT - Positive
- Plenty of Transit Downtown; However it is difficult to determine routes - Positive
- Get anywhere in the city during core hours - Positive
- Employer Benefits - Positive
- I-35W BRT Service - Positive
- Extended Current LRT further North (7th & Olson Memorial Highway) (1 dot)
- Limited Stop Routes - Positive
- 10 TEAR: Improvements?
- SAFEGE Monorail (commuter rail stop system) (1 dot)
- PRT (multiple rail)
- Ease between Elements
- Downtown 24-Hour Circulator (3 dots)
- Suburb - Beltline Connectors (3 dots)
- At Grade Crossing Challenge
- More Limited Stop Buses
- Routes After Bar Close (3 dots)
- Connect MSP/SP (1 dot)
- Transit Oriented Development
- Lighting/Public Safety (1 dot)
- Increased Enforcement
- 24-Hour Service
- Schedule At Every Stop
- Uses On Time (Priority)
- Better Connections (Priority)
- Limited Stop Service (Priority)
- Lake Street Streetcar Line to Hopkins (1 dot)
- Annual Pass
- Downtown Transfers/No Fare Zones (Seattle System) -Ease of loading & unloading (1 dot)
- Rich network of trails
- Many transportation choices
- Favorable towards transit
- Good transit value fares / costs
- Citizen feedback considered
- Downtown compact - as a hub
- Can live car-free
- Expansion of LRT (2 dots)
- Expansion of Commuter Rail - Regional Mass Transit
- Increase Frequency
- Expand trails (include on road) and complete system
- Creative design and financing of improvements (1 dot)
- Transit-oriented Development
- LRT to Hiawatha (1 dot)

- Should go to St. Paul
- Good connectors/ Easy transfers (1 dot)
- -2.5 Hours / Free second ride
- Express options to St. Paul (hub)- good to shopping
- Original routes maintained (1 dot)
- Large downtown residential population
- Stricter fare enforcement
- Major streets have frequent service
- Bike system- good in downtown & south (both on-street & trails) (1 dot)
- Transit police can get help when needed (1 dot)
- Employer bus passes/ programs
- Buses off-Nicollet needed - may be needed for shopping
- One-way streets work well in Downtown Minneapolis
- Downtown Eliot Park - one-way streets-not
- One-way streets difficult to navigate
- One-way streets difficult to access
- Parking near freeway ramps work well (1 dot)
- Downtown has ample, but expensive, parking
- Good skyway system
- Profit margins down due to congestion

Three Things To Get Right In Planning

- Equitable Distribution (1 dot)
- "Greening" of Bus Areas & Adequate Lighting (1 dot)
- Bus Stop Better Maintained /Better Security (Trash Cans)
- Better Bus Stop at Wellness Facilities/ City Hall, etc.
- Under Utilized Park & Rides (1 dot)
- Overcrowded Buses
- Increased Parking @ University of Minnesota
- Fixed & Simple Rates (3 dots)
- Three Digit Numbers Work Better Than Letters
- Transit planning is married to development (on-going) (1 dot)
- Need operating dollars- not only capital (1 dot)
- Move away from fossil fuels (1 dot)
 - LRT grid supplemented by circulators
- Overall Master Plan
- Open & transparent planning process
- Better working options
- LRT on University Avenue (1 dot)
- Walking has to be connected to transit. Bikes also connected (1 dot)
- North Loop: grid over 394 needed
- Freeway improvements (1 dot)
 - Reconnect the neighborhoods
 - Noise control
- Electrify the transit (1 dot)
- Street cars needed
- Lyndale & Hennepin
 - Double the service, increase speed, fewer stops

Considerations For Ten Years and Future

- Community acceptance of higher increase development densities = more transit
- Movement of freight- river, truck, & shifts with changes (*1 dot*)
- Streetcars return
- More consistent bus service
- Better Pedestrian Environment (*1 dot*)
- Priority on Design/Aesthetics (*1 dot*)
- Improved Streetscape
- Unobtrusive transportation
- Quality of transit environment- stops, sidewalks (*1 dot*)
- Acceptance of diagonal on-street parking Downtown
- Acceptance of density/ TOD (*7 dots*)
- Place type street design (*8 dots*)
- Improve Quality of Transit Environment (*2 dots*)
- Expansion of transit choices (*6 dots*)
- Complete Trail Network (*2 dots*)
- Safety Improvements (*1 dot*)
- -Accessibility -
 - buses too high
 - need better boarding
- Subway system
- Quality of Life
- LRT grid need now/soon (*5 dots*)
- D.C. as a model (DC Metro Subway)
- Accessibility
- More expresses to Mound
- Using LRT & buses as a network (*1 dot*)
- Transit makes a city more pedestrian friendly (*1 dot*)
- Places to live & work where one need not have a car
- Midtown greenway improvement
- Need new buses-
 - breakdown of buses & fare collection system
- Need safe crossings
- Grand Avenue - 63 bus
 - fewer stops
 - Cleveland, Snelling, Fairview, Lexington
 - Hamline, Dale, etc. (*1 dot*)
 - 68 buses stop at River
 - Extend 63 bus to Minneapolis for a cross town line
- Accessibility to Transit- Make sure routes are close enough so everyone can get where they need to go
- Enforcement of Auto Violations
- LRT- Signal preference in Downtown Minneapolis & faster in Bloomington
- More frequent trains on Friday & Saturday nights!!!
- Regional plan make stronger state (Metro Council) (*1 dot*)
- Commuter Rail
- Integrated Plans
 - same fare system
- Shouldn't have to walk too far
- Inclusive System
- Noise & pollution reduction
- Transit driven development (*1 dots*)
- More buses & good transportation system (*1 Dot*)

- Reduce walk time to work
- Land use should not exclusively focus on parking (use for city pocket parks) (1 dot)
- Shelter steps need upgrading- improvements (1 dot)
- Create space & connect communities (Public spaces- gathering area ,
- Example: Camden to Linden Hills)
- Commercial corridors- goods movement, railroads (2 dots)
- Reduce parking needs intensification (1 dot)
- Elimination of surface parking
- Reduce parking need in residential areas, especially along transit corridors.
- Downtown circulator that ties parking together is needed (1 dot)
- Free transit ride from parking
- Lane shifts - 8th Street
- 10th Street - One way to two way
- Rational hierarchy of street (1 dot)
- Disparity in roadway repair
 - -not evenly spread out
- Right sizing of streets
- Better management of cut-through traffic in neighborhoods adjacent to arterial streets (1 dot)
- Better signs to parking ramps
- -Tally parking availability (1 dot)
- Better signs for commercial truck movement (1 dot)
- Bike path access to Washington Avenue (1 dot)
- Connect Cedar Lake and River bike path to 2nd Street (1 dot)
- Uptown to Downtown path lanes on Hennepin and Lyndale off sidewalk (3 dots)
- Elliot Park- needs pedestrian
- Need ADA compliant sidewalk (3 dots)
- Elliot Park to River needs safety availability (2 dots)
- Park -Portland Fast, wide, difficult to cross (1 dot)
- Safety- E Block, Hennepin (2 dots)
- Bus-waiting 6 & 7 is horrible
- 30 MPH SPEED - Downtown (3 dots)
 - too fast
 - walkers and bikers
- Middle street bike routes - do not like
- Level crossings of LRT are dangerous
- LRT not pedestrian friendly (2 dots)
- Minnehaha Parkway signals not set for pedestrians
- Shared paths are dangerous (2 dots)
- Lakes, recreational paths
- Sidewalks outside of Downtown are a concern (1 dot)
- Car turns across bike lanes need clearer markings (1 dot)
- N & NE need bike paths - 2nd, Plymouth, 42nd, 25th (1 dot)
- Better bike path stripping (1 dot)
- Better snow removal enforcement (1 dot)

Avoid

- Short-term thinking
- Transportation Engineering Over Other Public Needs
- Transit Contraction
- Imbalance

General Comments

- Advocate for Monorail
- Options for moving people from cars to transit modes
- Scheduling Issues Regarding Bus Routes
- Elimination of Bus Routes
- Rerouting of Bus Routes
- SW Corridor Options to Downtown
- Interconnectivity Between Various Modes of Transportation
- Downtown (No Fare Zone) 24-Hour Circulator
- Suburb-beltline connectors
- Fixed & Simple Rates (Get it right)
- Public Safety (Lighting, increased enforcement)
- Bikes on buses
- Bus Drivers are friendly
- Bus Drivers are not friendly
- Like LRT
 - Distance N, S, E, & W
- Diversity of bike paths around w/in is different (1 dot)
 - Connectedness of bike paths is excellent
- Spotty transit (1 dot)
 - difficult to get to location
- After 5- North part of Minneapolis is nonexistent (1 dot)
- Weekends- availability of routes
- "Mediocre " bus system (1 dot)
- Not density- it's destination
- LRT - stops before bars close
- Last bus 2:15 A.M.
- Metro Transit website is excellent
- 15th Oakgrove - poorly designed (1 dot)
- Roller blade surface not good on bike paths

Access Minneapolis Workshop #1

Flip Charts from Sabathani Community Center

Best Things About Transit And Transportation

- LRT
- Good bus service (routing)
- Good trail network- commuter routes (1 dot)
- Bike racks on buses and lockers
- Interceptor parking garages
- Lots of bikeways and lanes (1 dot)
- Sidewalk systems through neighborhoods
- Good alleyway system
- LRT
- Grand Rounds/parkway
- Alternate/multiple routes for drivers (1 dot)
- Adequate bus service near the core
- North/south streets function well
- LRT (1 dot)
- Bike trails
- Good air quality (1 dot)
- Can get most places by bus in reasonable time
 - Some disagreement
- Express bus is good
- Good N/S and E/W street routes
- Park and Portland Street bike paths
- Bike holders on LRT and buses
- Handicap access
- Reliable bus schedule
- Traffic lights cycle frequently
- Bikeways good
 - Bike only lanes
 - Park systems
- Uptown transit center is good
- LRT is great
- Bus service to U of M is good
- As downtown becomes denser and residential: (1 dot)
 - Disability issues
 - Transit-prepare to absorb
 - Pedestrian-friendly
- Streets need talking signs (1 dot)
- More timed pedestrian signs (1 dot)
- Curb cuts enforced and in a standard location on street
- Hennepin/Lake Street: primary transit (3 dots)
- More LRT/Rail (3 dots)
- Pavement maintenance poor (1 dot)
- Multi-modal options: car, bus, rail, bike, walk (1 dot)

Ten Year Improvements

- LRT extensions (4 dots)
- Shorten transit travel times (2 dots)
- Circulator buses - smaller and more energy efficient (2 dots)
- Narrow streets
- Add boulevard treatments
- Reduce driveway access points
- Car-free zone in core (1st N. to 2nd Ave. South) (2 dots)
- Improved N-S and E-W routes through city (1 dot)
- Sidewalk/pedestrian level of service policy (2 dots)
- Transit passenger/ped environment improvements: wider sidewalks
- More bike lanes and improve downtown bike lanes- safer (4 dots)
- Vehicle-free Nicollet Mall (2 dots)
- Extend hours of skyway - longer (1 dot)
- Alternative fuels - hybrid transit vehicles (2 dots)
- Improved cross-town service
- Transit access to major employment centers
- Hybrid vehicles
- Street design (1 dot)
- Crosswalk safety (1 dot)
- Eliminate RTOR
- Eliminate buses on Nicollet Mall
- Bike trail wayfinding
- East-west connections for autos (1 dot)
- Bike lanes disconnected
- Need more designated bike routes/lanes through neighborhoods (2 dots)
- Internal neighborhood transit (1 dot)
- Central corridor- open the discussion (1 dot)
- Intelligent signal timing in city (3 dots)
- Location and consistency of traffic signage (1 dot)
- More evening and weekend bus service
- Fares represent trip length
- Sensors that sense motorcycles and bikes
- Enforce bike laws
- Educate public of traffic laws and transportation choices (1 dot)
- Too many "no turn on red"
- Extend LRT to southern suburbs (1 dot)
- Better enforcement of traffic/parking laws
- More LRT (southwest) (2 dots)
- Transit oriented development regulations (1 dot)
- Increase new building setbacks with green space (1 dot)
- Keep autos moving freely (1 dot)
- Reducing noise pollution- fewer cars and quieter buses
- More LRT, streetcars and buses (1 dot)
- More frequent bus service (1 dot)
- Safer pedestrian environment (1 dot)
- More bus routes (1 dot)
- N/S dedicated bikeway
 - Commuter bikeway separate from traffic
- Lower bus fares (1 dot)
- Flexible system: change as patterns change
 - Disagreement

- Rail transit on Hennepin, Lyndale, arteries, etc. Plug in other modes. (1 dot)
- Streets planned for pedestrian comfort and safety
- Narrower streets (1 dot)
 - Not Washington Avenue/Oak Streets
- I-35W / 62 Mn/DOT plan
 - Disagreement
- Rail on 35W/Dedicated transit line
- All the cars gone! (1 dot)
- Need to be able to live in Minneapolis without a car (4 dots)
- Grid system should be used
- LRT to St. Paul (fast) (1 dot)
- Better planning with neighborhoods
 - Walkable to underwear store and hardware
 - Land use decisions married transportation decisions (1 dot)
- Squeeze parking (fewer spots)
- Public open space needed
- Permeable parking lots
- Seamless approach to transit (3 dots)
- Bus stops lit up and heated (2 dots)
- Alternative energy sources for buses
- Downtown:
 - Too much parking- walls-no feeling of community
 - 3rd- bad light timing

Things To Avoid

- PRT (1 dot)
- More roads
- More road capacity (lanes) (2 dots)
- Disagree with not having wider roads

Things To Get Right

- Air quality priority
 - "Zero emissions goal"
- Should not focus on rail over bus

General Comments

- Downtown
 - Officers help at rush hour
- Nicollet too congested for buses
- Nicollet would be quieter and better without buses
- Safer pedestrian crossing (more enforcement?)
- Get smart with advertising- ride the bus (gas prices) (1 dot)
- I-94 and 35W commons congestion/design
- Improve transit route accessibility out of downtown
- More accessible - bus "announce" stops (1 dot)
- Signage needs to reflect stops (3 dots)
- Lyndale is dangerously wide for pedestrians (1 dot)
- Lake/Lyndale - the left turn needs arrow!

- 2 lanes each way and turn lane in middle
- More signage and striping and design change for narrowing (1 dot)

Access Minneapolis Workshop #1

Flip Charts from Keewaydin Recreation Center

Best Things About Transit And Transportation

- LRT! Requires no schedule
- Courteous, careful bus drivers
- Continued dedication to bicycle commuting
- City has sidewalks
- Para-transit system
- Skyway system
- Lakes with bike paths, parks, greenway
- Historically, city has had public transit

Ten Year Improvements

- Spend less time and money on viability studies (1 dot)
- Need transit dependability and reliability (1 dot)
- Frequent service with regular schedule (2 dots)
- Flexibility vs. reliability
- Need well-maintained shelters in winter (1 dot)
- More pedestrian friendly streets (1 dot)
- Require penalty for disobeying traffic laws
- Need more alternate modes of transit (1 dot)
 - PRT (personal rapid transit)
 - Single car system
- Reduce auto traffic on main corridors- University, Hennepin, Lake Street (1 dot)
- No increase of traffic and parking on residential streets
- Good access to jobs (1 dot)
- Multi-modal
- Eliminate push-button walk lights. Make them automatic and longer.
- Raise the gas tax
- Safer intersections-overpasses, better traffic opportunities
- Textured crossings for people with disabilities
- Better intermodal connections
 - Bike lockers at transit stops
- Make bike paths safer, better lighting
- Need more capacity in trains
- More accommodations for new people- signs in alternate languages
- Manageable construction stages (1 dot)
- Don't start construction projects in fall (1 dot)
- Improve connections from the city to other places, not just downtown Minneapolis (2 dots)
- Neighborhood circulation systems (mini-buses)

Things To Get Right

- Urbanize land use (2 dots)
- Pedestrian friendly streets (1 dot)
- More restrictions on autos (1 dot)
- Multi-modal, well coordinated (1 dot)
- Accessibility to transit (2 dots)

- Enforcement of existing traffic laws
- Improve pedestrian facilities at intersections
- Transit service to job concentrations (1 dot)

Things To Avoid

- Concentration on service to downtown
- Multiple transfer
- Extensive walk distance to transit stops
- Suburban development patterns.

Access Minneapolis Workshop #1

Flip Charts From East Side Neighborhood Services

Best Things about Minneapolis

- LRT
- Bike trails (except NE)
- Transit system “With a little work, you can get there”
- Parkways
- Nice walking environments: rivers, lakes and Uptown
- Bike racks on buses
- Disability arrangements with buses

Best Things About Downtown Minneapolis

- Skyways
- Walking to shopping
- Transit frequency
- Safe

Best Things About Northeast Minneapolis

- Bikes have better access to downtown (no freeways cutting them off)
- 35W through NE is not gridlock
- Good car routes to St. Paul and Mpls

Challenges Facing Downtown

- 5th St. with LRT—not enough signage for drivers—discourages suburbia from coming into downtown
- Cost of parking
- Street numbering is confusing
- Meter enforcement to 10 pm too late
- No on street parking for short stops
- Warehouse district parking after 10pm—towing—not customer friendly
- 4th st. Ramp off 94 is an underutilized resource
- Parking—too much, bad design and too much dead space
- Getting into downtown harder than out
- Circulator needed
- Continue to focus on keeping dense and transit needs to respond to new residential development

Challenges Facing Northeast

- No bikeways
- Need to equalize transit opportunities around Mpls—before enhancing for others
- Not one express bus

Ten-Year Improvement for Downtown

- Hybrid buses
- All service routes have shelters that are heated
- Any new development needs to have transit consideration (like new Mpls library)
- Have doors to close on shelters
- Shelters every stop
- Underground LRT in downtown
- Art throughout system not just LRT

Ten-Year Improvement for Northeast

- NE to SE bus needed
- Serve urban area transit needs first
- Transit needs to be interconnective to all areas
- More bus service if no LRT in other areas
- Stagger closer routes to provide riders with choices
- Goal: In 20 minutes you should be able to get downtown from anywhere in Mpls
- Suburban buses should pick up passengers at transfer point stops
- Serve employment/job zones with transit

Two-Year Improvement for Northeast

- Finish 18th and 27th streets as recreational routes
- Add following bike routes:
 - Monroe to 8th to University
 - To Stonearch Bridge
 - Stripe Marshall
- Express to U of M
- Improve frequency of the # 6
- Bus route into the Quarry
- Transit center at Quarry
- 17 W should be re-routed to turn around at Central and Lowry
- Study multiple rail routes for recreational routes
- Connect bikeways into Cedar Lake Trail
- Benches in pedestrian walk areas

Access Minneapolis

Comments from Maps

North Commons Recreation Center

- Make Hwy 94 and 35W a tunnel.
- Eliminate parking lots in DT Minneapolis.
- Make 394 a tunnel.

Sabathani Community Center

- Place LRT on Lyndale.
- Put BRT on 35W south of 94.
- Put LRT or better bus service on Franklin.
- In the area of Nicollet, reconnect the freeways and improve pedestrian walkways.
- Have an express bus from Uptown to Downtown.
- Put a bus line on University Avenue from Broadway to North of 27th Avenue.
- Expand the cross-town from Minneapolis to St. Paul.
- Electric or small circulator buses- on low-use times. Plan LRT as a grid, plan now instead of one line at a time. Eventually replace corridor lines. Replace fossil fuels with electric-solar-LRT corridors down the highways through outreach to communities.
- Trolley buses and streetcars, which are quieter and smoother than buses.
- Make a subway line on bus lines 2, 4, 5, 6, 10, 16, 17, 18, 21, 54, 63, 64.
- Build trains like New York City and reciprocal subway trains as in Tokyo, or make a palatial station like in Moscow.
- Best things right now are the LRT, the Hiawatha Line, and on and off street bike areas, especially downtown in the south. Have LRT on University southwest, and commuter, etc. Bike and pedestrian access to train trips, (every trip starts on foot or pedals). Build a deck over I-394 and reconnect downtown grid. Connect neighborhoods to downtown. Midtown Greenway streetcar. Connect Southwest Corridor, Como, south Harriet lines to green streetcars. No line on NE University. 35W BRT all the way to downtown.
- Quality of life. Creating space, public spaces to gather (parks, plazas, etc.) connected to transit.
- Connecting communities, easy travel from Camden to Linden Hills. Convert parking lots to mixed-use development.
- What to get right. Transit/land use/development intimately connected. Need operating as well as capital funding period. Need open planning process, community input from the very beginning. We don't want a Rondo to happen here. Regional plans- commuter rail to Red Wing, Duluth, Rochester, etc. Plan for a system on buses, rail corridors, etc.

Butler Square Building

Transit

- Circulators, LRT through downtown.
- Quiet buses or streetcars.
- Need service to Amtrak Station along Transfer Road.
- Need to be able to get to Rosedale.

Bike and Pedestrian Groups

- Put a bike lane along the east side of the Mississippi River.
- Put a bike lane south on Blaisdell.

- Put a bike lane on Park Avenue.
- Put a bike lane on Portland Avenue.
- Put a bike lane on DuPont.

Cars, Parking and Goods Movement

- One lane road transitions along 10th and along Washington Avenue South, and on 6th Avenue South, and Park Avenue South.
- There is no biking from Lyndale to Loring Park without hopping curbs and going the wrong way down one ways.
- There's people crime on Hennepin Avenue from about 6th street to 9th street, as well as pedestrian problems, and it's not safe to walk.
- The bike path ends on 11th Avenue South with no way to get to the river.
- Bike lanes dump out on Washington and Hennepin Avenues.
- Need a Cedar Lake river connection.

General Comments

- Put a new bridge on 94 in between 11th Avenue and 5th Avenue South.
- Open 2nd street to traffic near Hennepin Avenue.
- Put BRT on 35W south of 94.
- Add a new bridge over the river somewhere around 32nd Avenue.
- Increase green space along both sides of the Mississippi River.
- Have a streetcar or a trolley go along Central Avenue all the way to 694.
- Make a streetcar line from Highway 55 around Lake Street west to Lake Calhoun, down the southern side of Lake Calhoun, to the western side of Lake Harriet, and then going west to the edge of the city (West 44th and France).
- Put a BRT station on 35W around 44th Street.
- Add LRT on Highway 62 out to Hopkins.
- Make 35W a BRT lane.
- Increase public safety.
- Have HourCars.
- PRT.
- Regional nodes.
- Transit Oriented Development-site assembly, community oriented transit, easy for kids and elderly people.
- Buses to North Minneapolis on one street downtown, for example, 7th Street, you can't take the North Minneapolis to the U of M.
- New bus service from Penn to Lyndale.
- Need freeway access to Lowry from 94. Need exit and entrance ramps on 94 around Lowry.

East Side Neighborhood Services

- Bus expressway from 2nd Avenue South and Washington Avenue down Washington Avenue to I-35 W
- Eliminate buses (maybe replace with a circulator?) on Nicollet Mall from 9th Street South to Washington Avenue
- Implement an LRT line on Hennepin Avenue from 9th Street South, across the river and continuing through the University of Minnesota campus. In downtown Minneapolis, this LRT would also serve 4th and 6th Streets South between Marquette and Hennepin Avenue.
- Implement bus rapid transit in the model of the city of Curitiba in the Parana state of Brazil.
- Create bicycle lanes in the following areas:
 - Along both sides of the Mississippi River between 8th and 53rd.
 - Continue the intercampus transitway from Oak Street on the U of M campus all along 5th all the way to 26th.
 - Bike lane along 8th, turning northward on Monroe to Lowry.

- Recreational bike trail along 29th from Central to about Arthur, connecting with the existing trail there.
- Greenway trail from Xerxes, across I-94 to approximately the Industrial Boulevard/I-35W area.
- Put sidewalks in on 14th between Fillmore and Johnson.
- Pedestrian areas need benches and better lighting.
- Longfellow connection to Cedarholm.
- 2 years: route into Quarry transit center; 17 W to turn around at Central/Lowry. Finish 18th as recreational and 27th. Monroe to 8th (bike route), but go over or under Central Avenue (dangerous). Bike route to Stone Arch Bridge, Marshall striped for bikes.
- University from Emerald to Saint Anthony- connect to University of Minnesota streetcar?
- Hennepin Avenue from fifth to 33rd is a primary transitway, as is Johnson Parkway from I-35 W to 37th.
- Express bus on 35W.



STREET NETWORK



Ten-Year
Transportation
Action Plan

City of Minneapolis

Partner Agencies

Metropolitan Council
Metro Transit
Hennepin County
Mn/DOT

Consultant Team:
Meyer, Mohades Associates
Nelson/Nygaard Consulting Associates
Shott Elliot Hendrickson, Inc
Richardson, Richter & Associates



0 1000 2000 3000 4000 5000 Feet

Subway lines under major
roads - ex. 2, 436, 10, 16, 79,
14, 21, 54, 63, 64, ...
Include express from I-4
New York City and regional
suburban trains as in Tokyo,
of rail station like
Moscow, in station like

Electric - small overhead buses - on low use, times (switch out all garage),
downtown, and to mass with a light rail guid. Plan LRT as a guid planning
with a stand of one line at a time. Eventually replace existing lines.
Replace fossil fuel focus with advanced - Solar - LRT corridor down
highways to serve out-reach communities.

Trolley buses and Street Cars - quieter, quieter
and smoother than buses

Reframing next row
LRT - through
Bike (connect street)
- Easy downtown, south

Options to change
LRT Univ. Southeast,
Community, etc.

Bike/Ped connect to transit
(Every trip starts on foot or pedals)

North Loop plan to ride over I-354
Reconnect downtown grid
Other primary improvements
- Connect neighborhoods to downtown!

Midtown Greenway Streets
Connect spurs to Greenway streets
Accessibility to transit (All line on NE Div, etc.)
B or BRT all the way downtown

Quality of life

Creating space, public places to gather (parks, plazas, etc. connected to transit)
Connecting communities
- Easy travel from Camden to Linden Hills
Convert parking lots to mixed-use dev

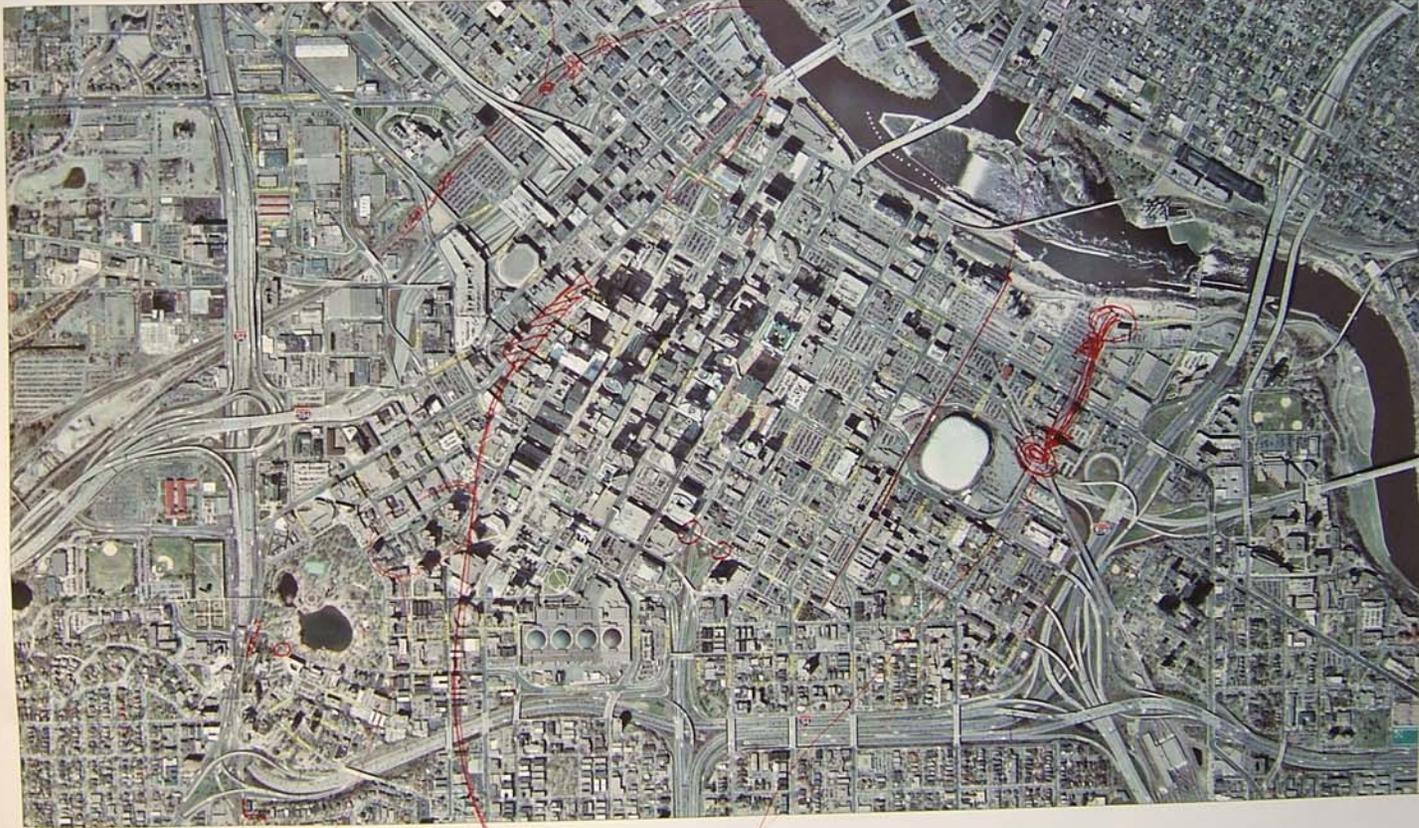
What to get right

Transit/land use/development intimately connected
New operating as well as capital funding
Transparent, open planning process, community input from the very beginning - We don't want a Park to happen here
Regional plan - commuter rail to Redwing, Duluth, Redwin, etc.
Common time system on buses and commuter, etc.

File / get done

CEDAR LAKE / RIVER CONNECTION!

bike lane disappears on Washington
could be
way to river



DOWNTOWN STREET NETWORK



City of Minneapolis

Partner Agencies

Metropolitan Council
Metro Transit
Hennepin County
MnDOT

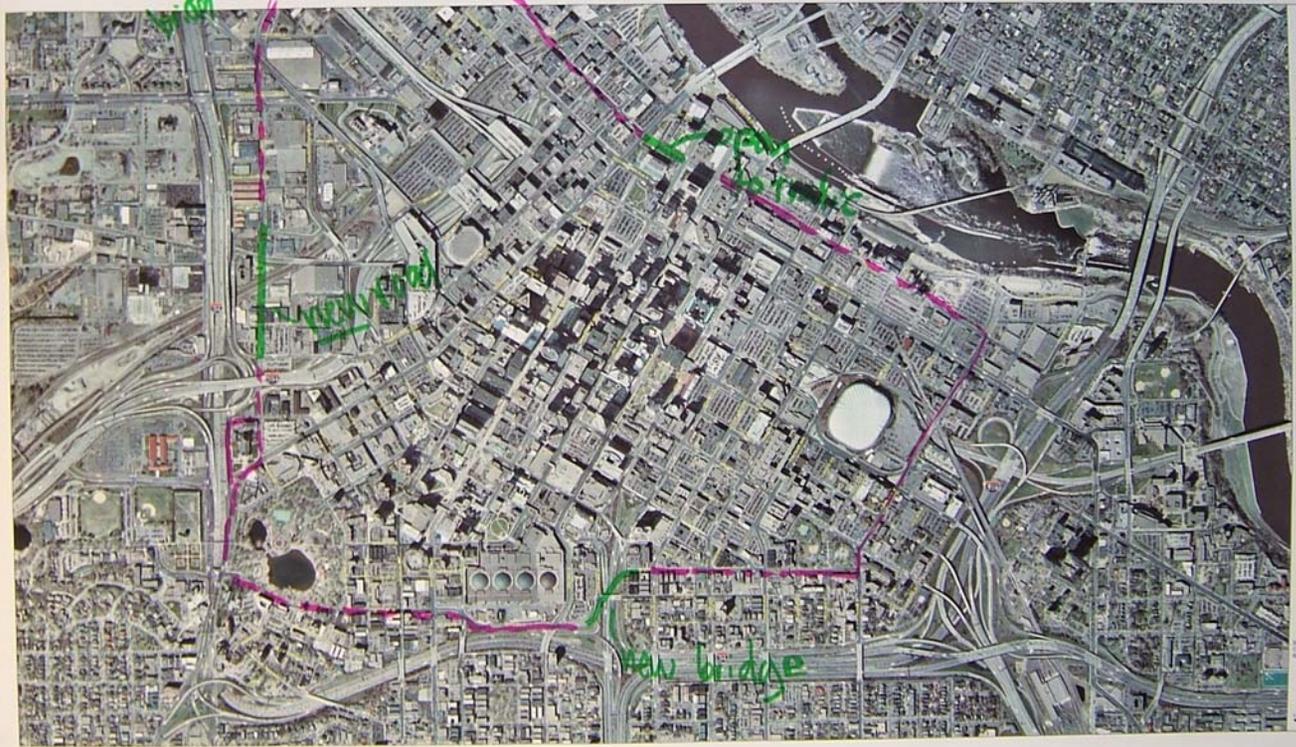
Consultant Team
Westside Associates
National Research Consulting Associates
David E. Henderson, Inc.
Robertson, Palmer & Associates



walking along
from landfills to
Loring neighborhood
not a way way
or overway

BEFORE CAME
FED. PROJECTS
NO STATE LOTS!

bike path ends
no link to river



DOWNTOWN STREET NETWORK



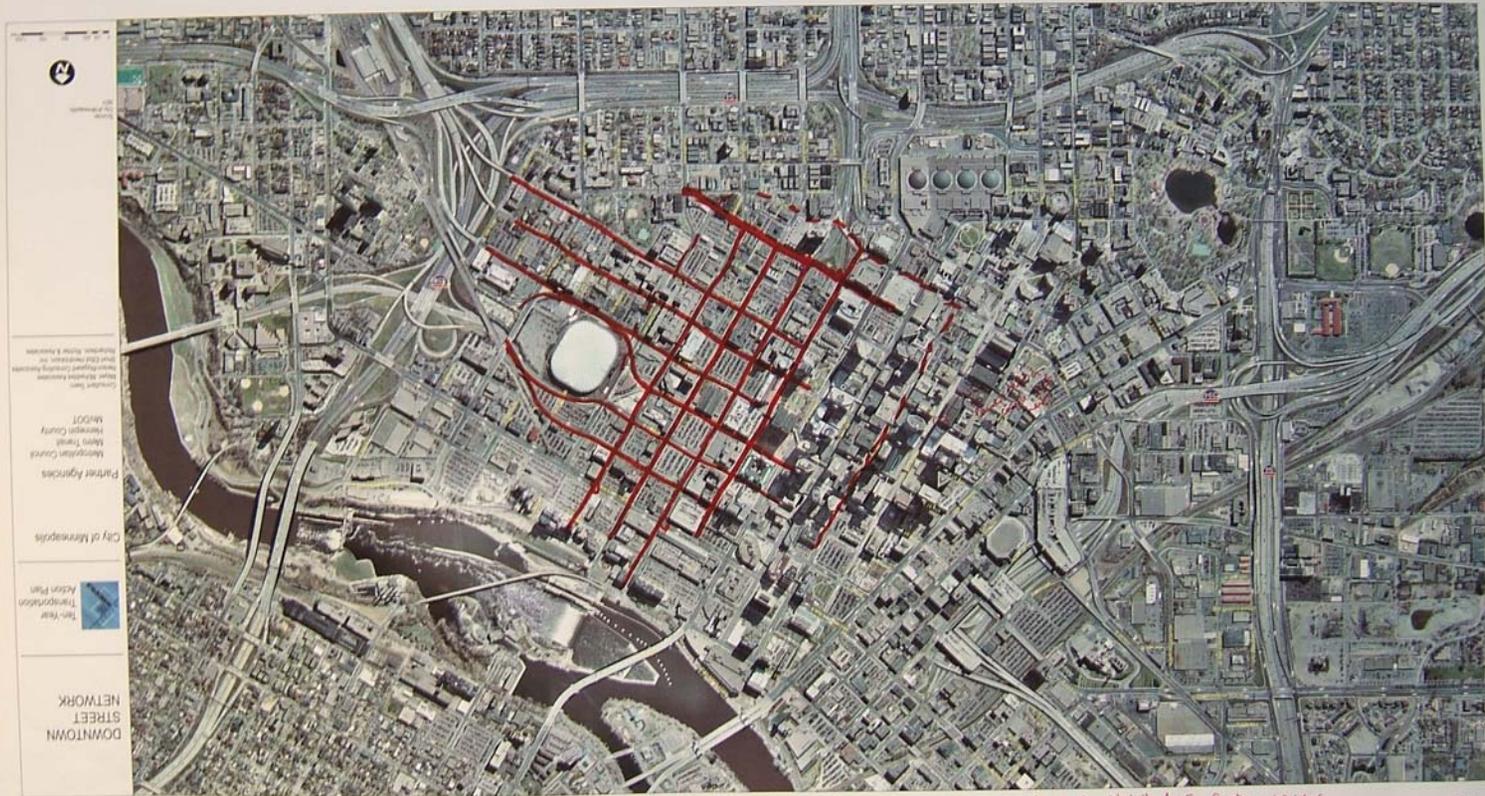
City of Minneapolis

Partner Agencies
Metropolitan Council
Metro Transit
Hennepin County
MnDOT

Consultant Team
Hatch Mott MacDonald
Hatch Mott MacDonald
Clark Hill Werhane, Inc.
Hatch Mott MacDonald



General Interest
10/19/05



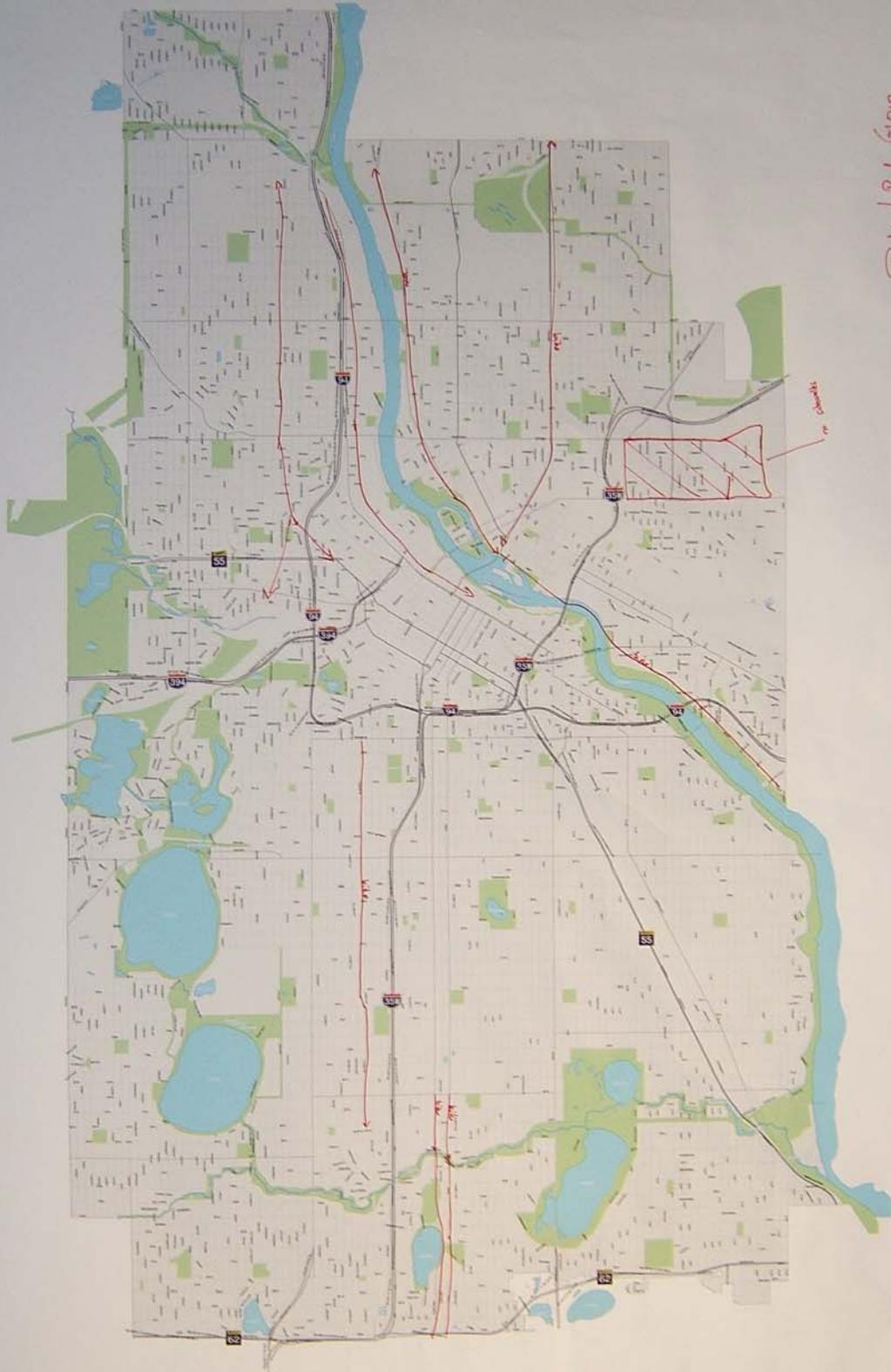
Participants:

1. Michael Iacono, U of M
2. David Fields, Elliot Park
3. Anna Christopherson, Dept. of Employment & Eco. Dev.
4. Tom Daniel, CPED

1 way to 2 way conversion on 10th + along Washington Ave. S. @ 5th Ave. + 6th Ave. S.

Cars, Parking and Goods Movement.

10/19/05



Bike / Ped Group

see schedule

STREET NETWORK



Ten-Year
Transportation
Action Plan

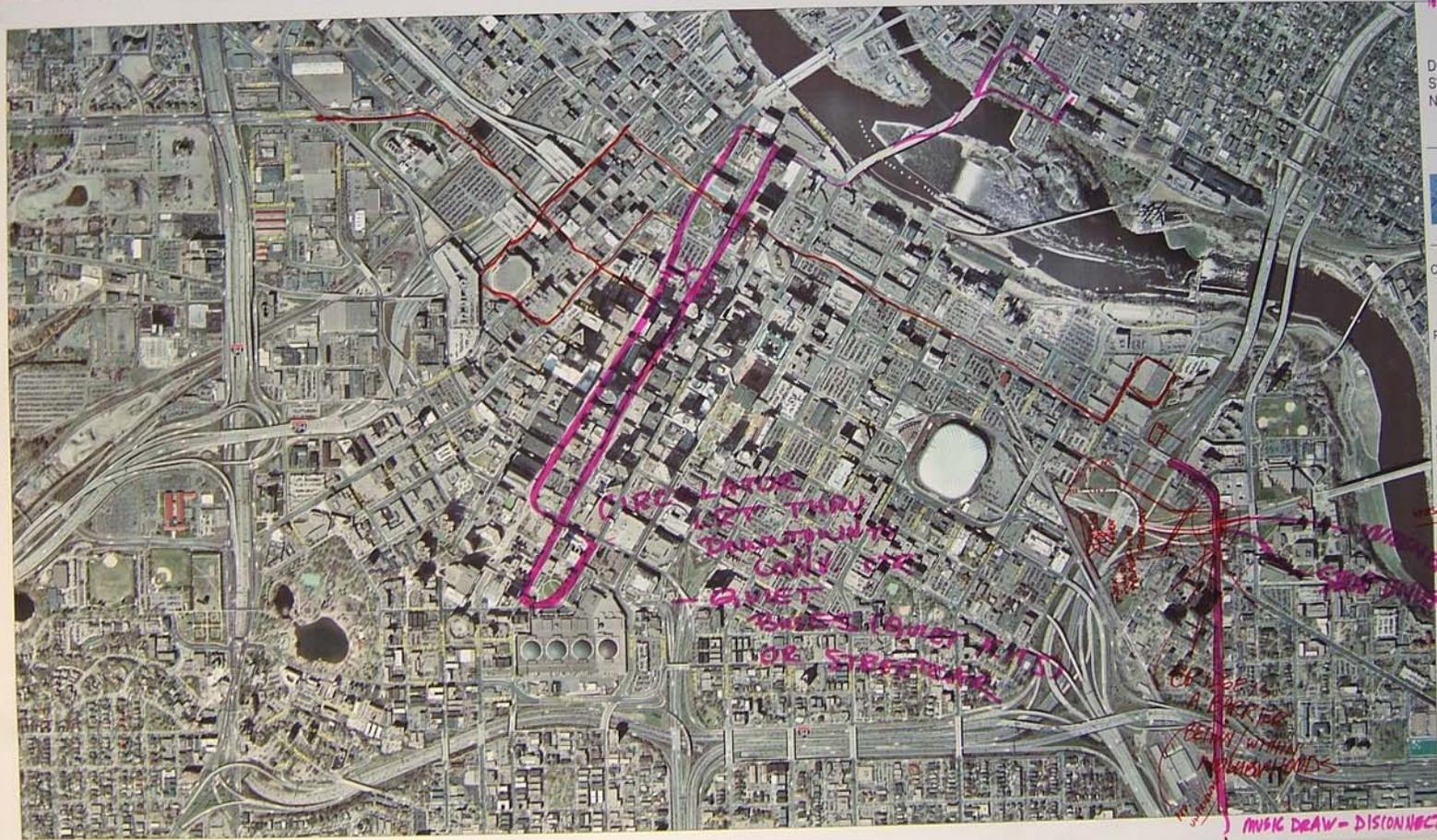
City of Minneapolis

Partner Agencies

- Metropolitan Council
- Metro Transit
- Hennepin County
- MnDOT

Consultant Team:
Meyer, Mohr Associates
Nelson\Nygaard Consulting Associates
Shott Elliot Hendrickson, PC
Richardson, Richter & Associates





TRANSIT
GRP 2

DOWNTOWN
STREET
NETWORK



City of Minneapolis

Partner Agencies
Metropolitan Council
Metro Transit
Hennepin County
MnDOT

Consultant Team
Meyer, Michaelles Associates
Hennepin County Consulting Associates
Scott Elliot Hennepin, Inc.
Richardson, Porter & Associates



Scale
City of Minneapolis
2014

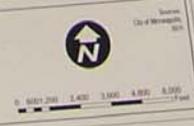


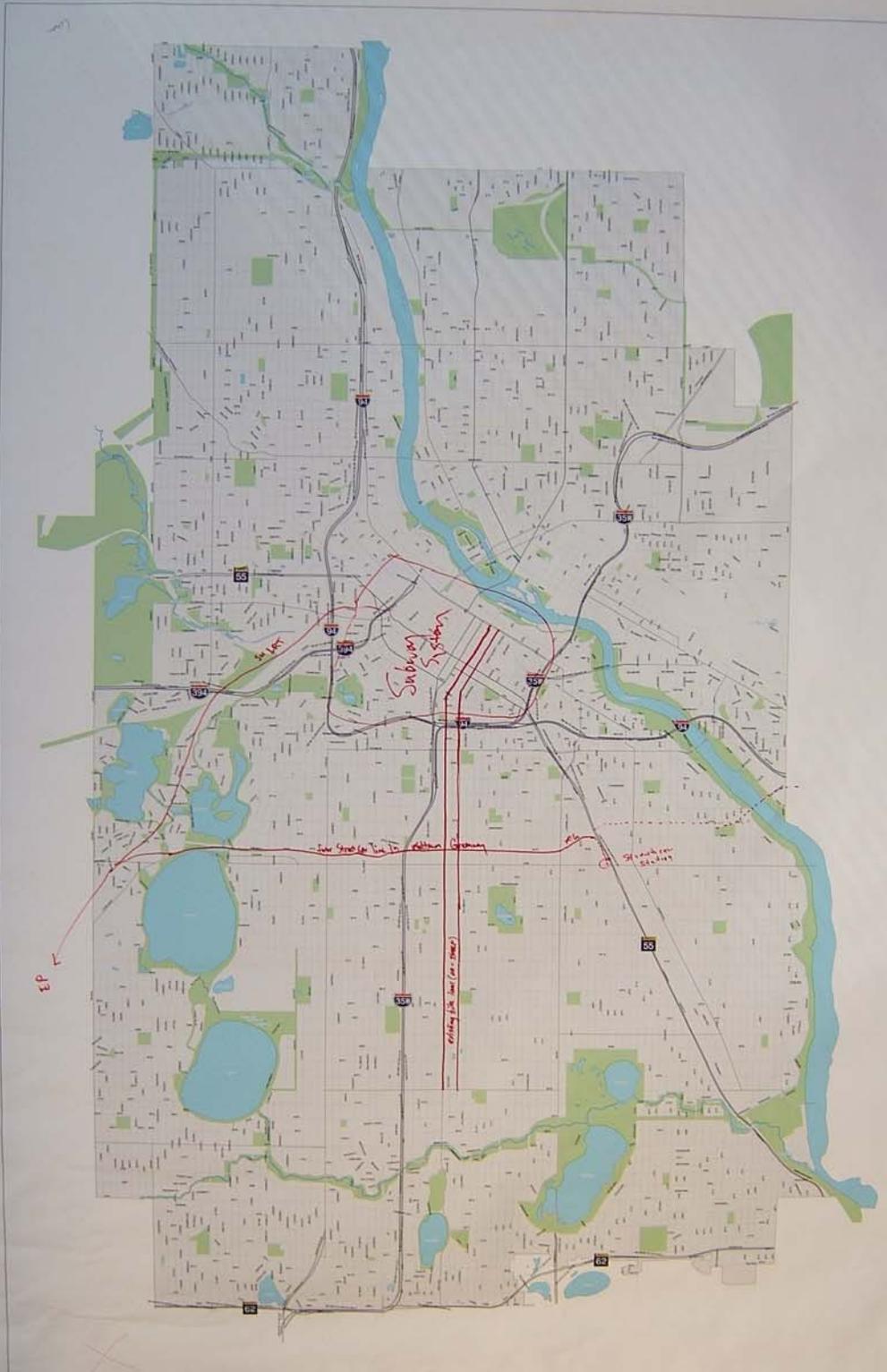
STREET NETWORK

Ten-Year Transportation Action Plan

City of Minneapolis
 Partner Agencies
 Metropolitan Council
 Metro Transit
 Hennepin County
 MnDOT

Consultant Team
 Meyer, Richard Associates
 Nelson/Hygaard Consulting Associates
 Short Elliot Hendrickson, Inc
 Richardson, Richter & Associates





STREET NETWORK



Ten-Year
Transportation
Action Plan

City of Minneapolis

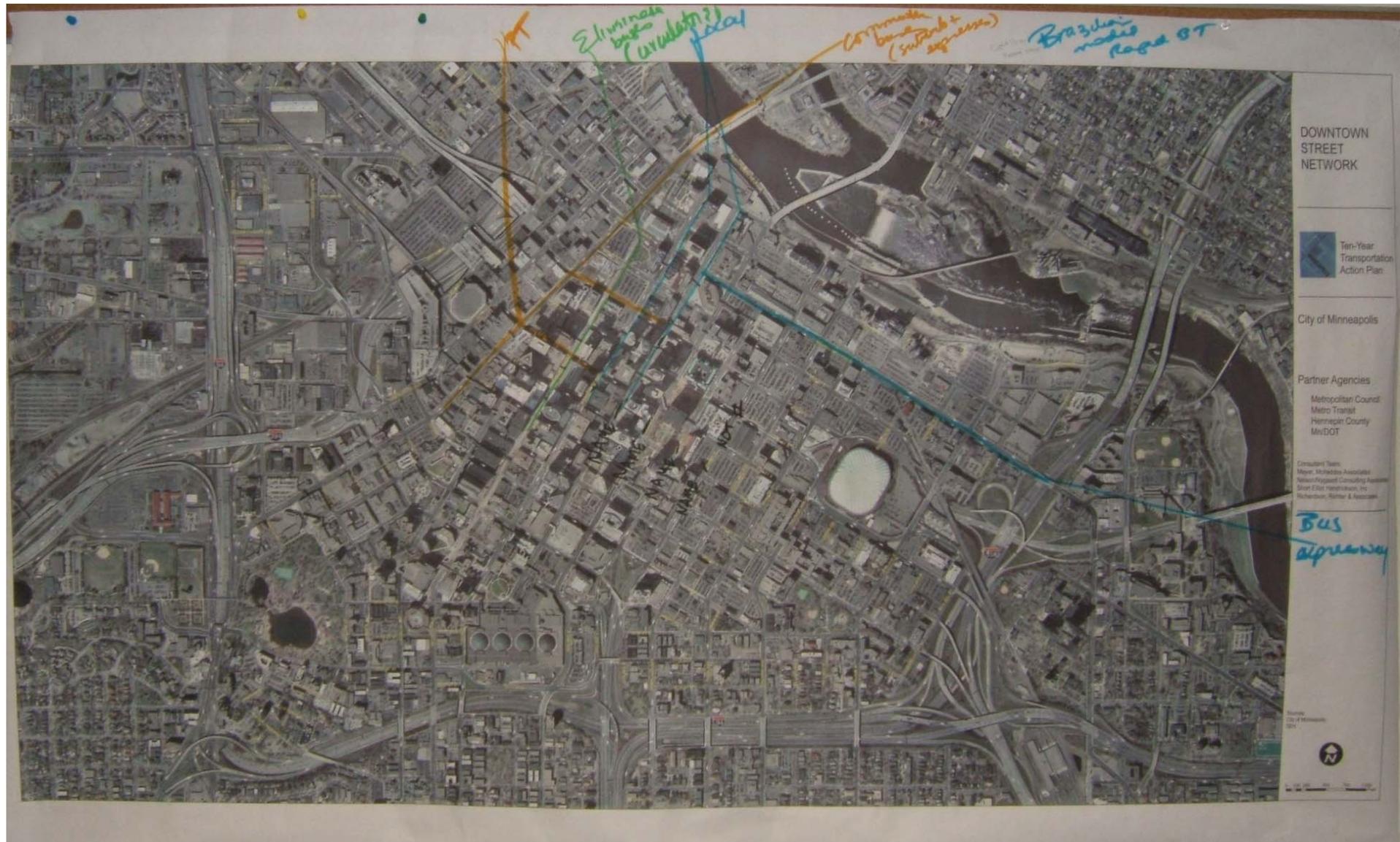
Partner Agencies

- Metropolitan Council
- Metro Transit
- Hennepin County
- Mn/DOT

Consultant Team:
Meyer, Mohrles, Associates
Nelson/Nygaard Consulting Associates
Short Elliot Hendrickson, Inc
Richardson, Richter & Associates



Scale: 0 500 1,000 1,500 2,000 Feet



DOWNTOWN STREET NETWORK



City of Minneapolis

Partner Agencies
 Metropolitan Council
 Metro Transit
 Hennepin County
 Mn/DOT

Consultant Team
 Meyer, Michaelson Associates
 Nelson\Phillips Consulting Architects
 Street Edge Architecture, Inc.
 Richardson, Ritter & Associates

Bus
 aliprway

Scale
 City of Minneapolis
 2011



STREET NETWORK



Ten-Year
Transportation
Action Plan

City of Minneapolis

Partner Agencies
Metropolitan Council
Mn/DOT
Hennepin County

Consultant Team:
Meyer & Keast
Meyer & Keast Associates
Meyer & Keast Associates
Meyer & Keast Associates
Meyer & Keast Associates
Meyer & Keast Associates



Primary

Express on 55 W

Greenway Street (St. N)

primary

needs to be primary

primary reconstruction

bike lanes

Connect to U of M Street car

Study of street hierarchy
for the central
city
Study of street hierarchy
for the central
city



on 35 W

Greenway
(for N)

needs to be
primary

Primary

2yr

Route into Quarry
Transit Center

17 W to turn around
@ Central/Lamy

from 18th as recreational
+ 27th
Move to 8th
Rte to Starch Budg
Marshall street for hole

(but go over 2
under Central
dangerous)

PR routes looking

Study for recreational
paths.

Pedestrian areas
need benches
+ lighting

Lockers
Crested color
Calm color