



CITY OF MINNEAPOLIS

SUMMARY OF  
PUBLIC  
WORKSHOPS -  
SERIES 2

July, 2006

10-YEAR TRANSPORTATION ACTION PLAN

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Short Elliott Hendrickson Inc. | Richardson, Richter & Associates

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## ATTACHMENTS

1. Sample Workshop Agenda
  2. Facilitator's Guide
  3. Press Release
  4. Metro Transit *Take Out* Brochure
  5. Summary of Comments from Workshops
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## **I. INTRODUCTION**

The City of Minneapolis hosted its second in a series of three workshops in April and May, 2006 for the Ten-Year Transportation Action Plan. The purpose of this series of workshops was to garner specific feedback from the public on the proposed primary transit network and transit alternatives for downtown, a reclassification of streets based on both land use and street function, and an analysis of gaps in existing pedestrian and bicycle systems. Additionally, information about streetcars and the streetcar planning study was provided.

Overall, the City is seeking input on the City-wide plan that will address a full range of transportation modes and issues, including pedestrians, bicycles, transit, automobiles, and freight. 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**

Five workshops were held for this second series of public meetings. Workshops were held in the north, northeast, southwest and southeast quadrants of the City (one per area), and one workshop was held in downtown. In addition, a meeting was held for downtown businesses that was sponsored by the Downtown Council and included invitations to members of the Minneapolis Transportation Management Organization (TMO), the Building Owners and Managers Association (BOMA), the Chamber of Commerce, and the Minneapolis Convention and Visitors Association. A presentation was also made to the Downtown TMO. The dates, locations and times of the workshop are listed below. Each workshop facility was handicapped accessible and each was readily accessible by transit. A summary for each workshop is presented in Chapter V of this Report.

- a. St. Olaf Catholic Church**  
Wednesday, April 19, 2006, 6:30 – 8:30 p.m.  
215 S. 8<sup>th</sup> Street  
Minneapolis, Minnesota
- b. Communication Workers of America Hall**  
Thursday, April 20, 2006, 6:30 - 8:30 p.m.  
3521 E. Lake Street  
Minneapolis, Minnesota
- c. Harrison Recreation Center**  
Tuesday, April 25, 2006, 6:30 – 8:30 p.m.  
503 Irving Avenue North  
Minneapolis, Minnesota
- d. Martin Luther King Recreation Center**  
Thursday, April 27, 2006, 6:30 – 8:30 p.m.  
4055 Nicollet Avenue  
Minneapolis, Minnesota
- e. East Side Neighborhood Services**  
Tuesday, May 2, 2006, 6:30 - 8:30 p.m.  
1700 2nd Street NE  
Minneapolis, Minnesota
- f. Meetings with the Minneapolis TMO and the Downtntown Council**  
A meeting with the Minneapolis Transportation Management Organization took place on April 27, 2006.

A meeting with the Minneapolis Downtown Council took place on May 3, 2006.

### **III. WORKSHOP FORMAT AND AGENDA**

Each two hour workshop began with a welcome from city staff and a 25-minute introductory presentation. The introductory presentation provided an overview of the proposed primary transit network and downtown transit alternatives, the proposed street reclassification, the bicycle and pedestrian gap analysis, and an overview of the timeline for the Project. The presentation is available for review on the City's website at [www.ci.minneapolis.mn.us/public-works/trans-plan](http://www.ci.minneapolis.mn.us/public-works/trans-plan).

Following the presentation, the participants broke out into smaller working groups and reviewed maps outlining place types, street types, land uses, and pedestrian and bicycle facilities. Facilitators guided the group discussion, while a recorder recorded participants' comments. Additionally, participants wrote comments directly on the maps. Conversation centered on needs and opportunities to improve the transportation system in Minneapolis. A sample agenda for the public workshops can be found in Attachment 1.

The discussion facilitators each used a guide that provided questions to pose to the group. The facilitators specifically guided the discussion around whether the street and place types and land uses were appropriate, and where gaps existed in the Primary Transit Network and within the sidewalk and bicycle systems. The facilitator's guide can be found in Attachment 2. Participants were encouraged to identify other gaps or needs.

A Metro Transit representative was at each workshop to respond to residents' specific concerns regarding bus service at specific locations.

Following the small-group discussion of the maps, the groups reconvened to listen and respond to a presentation on streetcars and the planned streetcar study. The purpose of the Study is to assist the City of Minneapolis in understanding the key issues associated with possible streetcar routes; assess the costs and benefits of implementing a modern streetcar system as part of the Primary Transit Network; and to identify potential short and longer term priorities for system implementation. The presentation can be viewed on the City's website at [www.ci.minneapolis.mn.us/public-works/trans-plan](http://www.ci.minneapolis.mn.us/public-works/trans-plan). Workshop participants discussed streetcar technology options and provided feedback about the planned study.

## IV. PROMOTION OF WORKSHOPS

The workshops were promoted in a number of ways, including a press release sent to community and daily newspapers and an article in Metro Transit's April 2006 *Take Out* brochure (see Attachment 3). The press release, which can be found in Attachment 4, 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:

- A press release was sent to all neighborhood and citywide publications. (It is not known how many community newspapers published the notice as the City does not maintain a newspaper clipping service).
- An 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.
- The Project Steering Committee was asked to email the electronic newsletter and the press release noticing the workshops to their neighborhood and business contacts and to request that neighborhood and business organizations post the information on their web sites.
- The electronic newsletter and news release were sent to City Council members who were asked to publish information in their newsletters.
- The electronic newsletter and news release was distributed to the city's citizen committees.
- An article was published in "Takeout", a publication distributed on all Metro Transit buses.
- The City posted the workshop information on its website.
- Workshop fliers were made available at the Martin Luther King Recreation Center, the Harrison Recreation Center and the East Side Neighborhood Services locations.

## **V. WORKSHOP SUMMARIES**

Detailed summaries for each workshop are provided in Attachment 5. During this round of workshops, the following major themes became apparent:

### **Pedestrians**

- More direct pedestrian crossings (freeways, streets, bridges)
- Intersection crossings (crosswalks, walk and wait times, safety)
- Poor sidewalk conditions (lighting, width, maintenance, snow and ice removal)
- Missing sidewalks
- Accessibility for people with disabilities

### **Bicycles**

- Additional bike lanes and connections between bike lanes
- Intersection improvements
- Different needs of commuter and recreational bicyclists

### **Transit – citywide**

- Service implications of Primary Transit Network (consolidation of routes, route changes, stop frequency, required transfers)
- Condition of bus stops and shelters (maintenances, trash, security, lighting, snow and ice)
- Need a system that is easy to understand
- Better service (more frequency, longer hours, reverse commute, fewer transfers, better east-west connections, fast through downtown)

### **Place Types**

- Different types of activity centers
- Residential uses within activity centers
- Definition and treatment of commercial nodes
- Existing use versus future development

### **Street Types**

- Balancing residential uses with commuter travel
- Role of the Primary Transit Network
- Commuter use on many different street types
- Concerns with high traffic speed and high traffic volumes on existing residential streets

### **Street Design Guidelines**

- Wider sidewalks and existing problems with use of sidewalks (street furniture, lighting, sidewalk cafes, etc.)
- Intersection design (pedestrian and bicycle safety, accessibility for people with disabilities, and traffic speed)
- Narrower streets
- Maintenance and snow and ice removal

### **Downtown Issues**

- Two-way versus one-way street operation, particularly on Hennepin
- Buses on Nicollet on Mall (no buses, hybrid buses, buses and bikes)
- Impacts on parking and building access if Marquette is used only for transit
- Impacts on bike lane locations with proposed transit alternatives and possible changes to two-way street operation
- Transit service for downtown visitors, shoppers and conventioners (high frequency, free, easy to understand)
- Transit service for downtown residential neighborhoods
- Advantages and disadvantages of transit alternatives
- Freeway access and traffic flow to, from and through downtown

Workshops were held at the following locations. Detailed documentation of the comments received at each location are provided in Attachment 5.

**a. St. Olaf Catholic Church**

26 people signed the sign-in sheet at the downtown Minneapolis workshop. This location drew people primarily from downtown, though a number of people from south Minneapolis registered. Following the introduction and presentation, the group broke out into three working groups at tables focused on transit issues, sidewalks, pedestrian and bicycle access, and street classification.

**b. Communication Workers of America Hall**

17 people signed the sign-in sheet at the Communication Workers of America Hall in southeast Minneapolis. The location drew primarily people from southeast Minneapolis, though several people from St. Paul attended the meeting as well. This large group broke out into two smaller groups to discuss the maps.

**c. Harrison Recreation Center**

17 people signed the sign-in sheet at the Harrison Recreation Center in north Minneapolis. The location drew primarily people from north Minneapolis, though a few people from south Minneapolis and from St. Paul also attended the meeting. The main group broke out into two smaller groups to discuss the maps.

- d. Martin Luther King Recreation Center**  
15 people signed the sign-in sheet at the Martin Luther King Recreation Center in southwest Minneapolis. The location drew primarily people from southwest Minneapolis, though a few people from southeast Minneapolis attended the meeting. The main group broke out into two smaller groups to discuss the maps.
- e. East Side Neighborhood Services**  
22 people signed the sign-in sheet at East Side Neighborhood Services in northeast Minneapolis. The location drew primarily people from northeast Minneapolis, though a few people from south Minneapolis also attended the meeting. The main group broke out into two smaller groups to discuss the maps.
- f. Meetings with the Minneapolis TMO and the Downtown Council**  
On April 27 and May 3, respectively, project information was presented to interested parties in the Minneapolis Transportation Management Organization and the Downtown Council. The presentation can be viewed on the City's website at [www.ci.minneapolis.mn.us/public-works/trans-plan](http://www.ci.minneapolis.mn.us/public-works/trans-plan).

## **VI. HOW INPUT WILL BE USED**

The workshops generated valuable input from participants, and allowed for an important dialogue that resulted in general and specific feedback on how to improve the City's transportation systems. The City, the Project Management Team, and the Project Steering Committee will benefit from examining and understanding residents' perspectives in the development of its Ten-Year Transportation Action Plan.

All comments have been reviewed and each comment will be addressed in one of the following ways:

- Appropriate changes will be made to the system plans presented at the public workshops.
- Implementation issues (for example, maintenance or security) will be addressed in work on implementation strategies.
- Design issues (for example, sidewalk width) will be addressed as street design guidelines are developed.
- Specific transit route or service concerns were forward to Metro Transit for their response.
- Specific street, bicycle and pedestrian issues that cannot be addressed in the Action Plan will be forwarded to appropriate City departments for their response.



## Access Minneapolis Workshop #2

April 27, 2006  
6:30 PM TO 8:30 PM

Martin Luther King Recreation  
Center  
4055 Nicollet Avenue South



### Agenda

#### Workshop Objective:

This second in a series of public meetings will provide an update on the *Access Minneapolis* project and engage the community in the identification of city-wide transportation needs.

6:30 p.m. – 6:35 p.m.	1.	<b>Welcome</b>
6:35 p.m. – 7:00 p.m.	2.	<b>Introductory Presentations</b> <ul style="list-style-type: none"> <li>• Project goals, scope and expected outcomes</li> <li>• System planning and meeting format</li> <li>• Respond to questions</li> </ul>
7:00 p.m. – 8:10 p.m.	3.	<b>Group Session</b> Using maps of Minneapolis the South sector of Minneapolis, break-out groups will be facilitated through a discussion on an approach to street classification and design, the primary transit network, and pedestrian and bike issues.
8:10 - 8:25 p.m.	4.	<b>Streetcar Study Presentation</b> Overview of streetcar study elements and objectives.
8:25 p.m. – 8:30 p.m.	5.	<b>Next Steps</b> <ul style="list-style-type: none"> <li>• Overview of the next steps for the Study</li> <li>• Schedule for next workshops</li> </ul>



## Access Minneapolis – Workshop #2

### Facilitator Guidelines for Public Workshop

**Martin Luther King Park Recreation Center, 4055 Nicollet Ave. S., Minneapolis**

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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.

#### **Step 1: Introductions (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.).

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.)

#### **Step 2: Discussion (65 Min.)**

Maps needed –

1. System Planning Process
2. Sector Map of Sidewalk Gap Analysis
3. Sector Map of Pedestrian Gap Analysis
4. Sector Map of PTN
5. Sector Map of Base Land Use
6. Sector Map of Place Types (on trace paper)
7. Sector Map of Street Types (on trace paper)
8. Legend Page

This should be a brainstorming session where the group focuses their discussion on the street classification process for the respective sector. One set of citywide maps will also be available at the workshop if participants have comments in other areas of the city. Comments from the group can be marked on the maps or can be posted on the maps using sticky notes. In addition, scribes at each table will document the conversation and comments by the participants.

Start with a brief introduction of the ‘System Planning Framework’ and run the group through the various steps in flowchart. Please note that the group will currently comment on the first section of the flowchart that includes assigning place types and street types. Identifying needs for other modes – transit, pedestrian and sidewalk is also a part of this section.

#### ***PTN Map Discussion***

***(10 Min.)***

Start with the PTN map for the sector. Identify what each colored line on the map represents. Red represents definite PTN, blue represents recommended PTN, and green stands for candidate PTN. Note that the map shows the primary transit network and does not show the local transit routes. PTN is a permanent network of all transit lines – regardless of mode or agency – that operates every 15 minutes or better all day for at least 18 hours every day, seven days a week.

Discussion questions to the group should include the following –

1. Are the PTN routes in the right place?
2. Will the PTN routes provide adequate services to destinations other than downtown?
3. What do you think about intercepting routes at the edge of downtown i.e., if you ride a bus to downtown you might have to transfer or walk?

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

4. Would you be willing to transfer in downtown?

***Sidewalk Gap Analysis***

***(10 Min.)***

Typically, measures used to define pedestrian conditions are related to the absence or presence of sidewalks, the size of the walks, how circuitous the pedestrian trip is in relation to the straight line distance, and the character of the environment through which the pedestrian walks. Since the street network is almost entirely a grid, directness is not recommended as a measure to be used in Minneapolis. The suggested measure for pedestrian conditions is the presence of continuous sidewalk connections as the minimum threshold. Refer to the map and indicate that the map identifies where walks are present and major areas where gaps exist. Each gap is identified by a number and the number relates to the rationale for each gap:

1. Cemetery
2. No ordinance
3. No ordinance
4. No ordinance
5. No ordinance
6. No ordinance
7. Near industrial area – some new sidewalk going in; No ordinance
8. Substandard street, limited width available for walks
9. Dead-end street, limited circulation potential
10. Curb and gutter not present; asphalt parking lot at same grade as road; not fully developed
11. North side of 18<sup>th</sup> Ave NE; No ordinance
12. Cemetery
13. East side of Clinton Avenue South
14. No ordinance
15. Warehouse district; No ordinance, will be linked to repairing streets

Discussion questions –

1. Are there additional gaps in the sidewalk system that the group would like to identify?
2. What pedestrian facilities are needed to support transit service? And where?
3. Are there any barriers to pedestrians like connectivity across freeways that the group would like to identify?

***Bicycle Gap Analysis***

***(10 min.)***

In order to identify breaks or gaps in the City of Minneapolis bicycle network, existing 2005 and proposed 2010 on-street and off-street bikeways, as defined in the City of Minneapolis Bike Plan, were mapped (see attached Bikeway Gap Analysis maps). Existing facilities are shown in solid lines and proposed facilities are shown in dashed lines. Most of the proposed facilities are identified in the Capital Improvement Plan (CIP) and are planned to be completed from 2006 through 2010. The basic premise for the identification of a gap is based on network completeness. The goal is to develop an internal bikeway system within the City of Minneapolis that has a spacing of two miles for off-street facilities and one mile for on-street facilities. The gaps are identified with a unique number, are listed below, and are shown on the maps.

<b>Gaps in Off-Street Facilities</b>	<b>Gaps in On-Street Facilities</b>
<ol style="list-style-type: none"> <li>1. 49<sup>th</sup> Avenue Trail Corridor</li> <li>2. Osseo Road Trail Corridor</li> <li>3. Ryan Lake Trail Corridor</li> <li>4. Upper River Trail Corridor</li> <li>5. Upper River Trail Corridor</li> <li>6. 27<sup>th</sup> Avenue NE Trail Corridor</li> <li>7. Upper River Trail Corridor</li> <li>8. University Avenue Trail Corridor</li> <li>9. Central Avenue Trail Corridor</li> <li>10. St. Anthony Parkway Trail Corridor</li> <li>11. Stinson Parkway Trail Corridor</li> <li>12. East River Parkway Trail Corridor</li> <li>13. NE Cedar Lake Trail Corridor</li> <li>14. East River Parkway Trail Corridor</li> <li>15. Oak Street Trail Corridor</li> <li>16. Chicago Avenue Corridor</li> <li>17. Dunwoody Trail Corridor</li> <li>18. Emerson/Fremont Trail Corridor</li> </ol>	<ol style="list-style-type: none"> <li>19. 37<sup>th</sup> Avenue On-Street Corridor</li> <li>20. Marshall On-Street Corridor</li> <li>21. Fillmore Street NE On-Street Corridor</li> <li>22. Lowry Ave NE On-Street Corridor</li> <li>23. Como On-Street Corridor</li> <li>24. Emerson/Fremont On-Street Corridor</li> <li>25. Glenwood Avenue On-Street Corridor</li> <li>26. 10<sup>th</sup> Ave On-Street Corridor</li> <li>27. Riverside Ave On-Street Corridor</li> <li>28. 24<sup>th</sup> Street On-Street Corridor</li> <li>29. Minnehaha On-Street Corridor</li> <li>30. 32<sup>nd</sup> Street On-Street Corridor</li> <li>31. Nicollet Avenue On-Street Corridor</li> <li>32. Hennepin Avenue On-Street Corridor</li> <li>33. Upton/Sheridan Avenue On-Street Corridor</li> <li>34. France Avenue On-Street Corridor</li> <li>35. Bryant Avenue On-Street Corridor</li> <li>36. Diamond Lake Road On-Street Corridor</li> <li>37. Portland Avenue On-Street Corridor</li> <li>38. Bloomington Avenue On-Street Corridor</li> </ol>

Discussion questions –

1. Are there additional gaps in the bicycle system that the group would like to identify?
2. Are there adequate routes that serve bicyclists with different needs for e.g., recreational, commuter uses?
3. Are there any barriers to bikeways like connectivity across freeways that the group would like to identify?
4. What are things that can be done to improve trail crossings with streets?

**Place Type and Street Types**

*(35 min.)*

Using the place types and street types tables as a guide provide a brief introduction to place types and street types. Refer the group to the place type and street type tables in their handout.

Place types are primarily from the Minneapolis Plan and include Neighborhood Commercial Nodes (orange shapes on map), Commercial Corridors (red) and Community Corridors (green). Activity Centers (brown shapes) identify growth areas as well as areas of high activity. Industrial and Employment Districts are shown in black shapes. The base land use map shows land uses along major roadways (i.e., roadways with functional classification of collector and higher). The street types were assigned to these major roadways.

**Street Types – High Intensity**

- Commuter Street (purple) – High capacity; carries through traffic, serves longer trips and provides limited access to land
  - Hiawatha Avenue
  - Olson Memorial Hwy
- Commerce Street (red) - Medium capacity; supports commercial and higher intensity residential land uses on a corridor basis; connects districts with each other
  - Hennepin Avenue south of Franklin
  - Lake Street

**Street Types – Medium Intensity**

- Activity Center Street (brown) - Medium capacity; provides access to abutting properties in activity centers
  - South 7th Street in downtown
- Community Connector (green) - Medium capacity; connects neighborhoods with each other and with commercial corridors and other districts; main street of a neighborhood commercial node
  - 38th Street South
- Neighborhood Connector (yellow/gold) - Low to medium capacity; connects neighborhoods with each other
  - Bryant Street

- Bloomington Avenue
- Industrial/Employment Connector (black) - Low to medium capacity; connects employment areas to neighborhoods and access routes; serves abutting property in industrial/employment districts
  - Stinson Boulevard

**Street Types – Low Intensity**

- Parkway Street (blue) - Low-capacity thoroughfare designed to provide circulation adjacent to and through parkland
  - Lake Harriet Parkway
- Local Industrial/Employment Street (not mapped) - Low capacity; serves abutting property in single use (industrial/employment) districts
- Local Residential Street (not mapped) - Low capacity; serves abutting property in residential neighborhoods
- Alley (not mapped) - Property and parking access

**Basic Street Types Characteristics**

Street Types	Equivalent Functional Class	Through Traffic Lanes	Target Operating Speed
<b>Commuter Street</b>	Principal or A Minor Arterial	4-6	35 mph
<b>Commerce Street</b>	A/B Minor Arterials	4	30 mph
<b>Activity Center Street</b>	A/B Minor Arterials, Collectors, Locals	2-4	25-30 mph
<b>Community Connector</b>	B Minor Arterials and Collectors	2	25-30 mph
<b>Industrial Connector</b>	Collectors	2-3	25 mph
<b>Neighborhood Connector</b>	Collectors	2	25 mph
<b>Parkway Street</b>	Locals	2	25 mph

After providing the overview on street types, focus on the street types assigned to the various street classifications applied to the respective sector map.

Discussion questions for Southwest Sector –

1. Are there any place types i.e., growth centers, activity centers that have not been identified on the map?
2. Are the street type classifications consistent with both the street function and place types? What are your comments on the shown street type classifications? Discussion in the Southwest Sector should focus on the following -
  - a. Lyndale Ave – Does this serve a commuter function? Is it a community connector?
  - b. Bryant Ave – Is it a neighborhood connector?
  - c. Xerxes Ave – Does it have a commuter function? Or is it a neighborhood connector?
  - d. 39<sup>th</sup> St W – Does it have a commuter function? Or is it a neighborhood connector?
  - e. Sheridan Ave – Is this a neighborhood connector?
3. Are there streets that should be given a different classification other than the one identified on the map?
4. Can you identify streets on the map that have not been classified with a street type, that you think should be assigned a street type?

**It will be important to keep the group on track and focused on the above areas of discussion.** Refer the group to the place type and street type tables in their handouts for a better understanding of the various classifications. Due to the large amount of information conveyed in the maps, read the legend page in the beginning to convey to the group what each color on the map stands for. The group can mark their comments using marker pens on the sector maps or use sticky notes to flag the areas of their comments. Please wind up the discussion by 8:10 PM for the Streetcar Study Presentation.

*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.*

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

**Communications Department**  
301M City Hall  
350 South 5th Street  
Minneapolis, MN 55415-1300



## News Release

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

### **Help develop Minneapolis' 10-Year Transportation Action Plan at one of several workshops**

March 15, 2006 (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 will 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 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 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., Wednesday, April 19, 2006  
St. Olaf Catholic Church, 215 South 8<sup>th</sup> St., Minneapolis
- 6:30 p.m. – 8:30 p.m., Thursday, April 20, 2006  
Communications Workers of America Hall, 3521 East Lake St., Minneapolis
- 6:30 p.m. – 8:30 p.m., Tuesday, April 25, 2006  
Harrison Recreation Center, 503 Irving Avenue N., Minneapolis
- 6:30 p.m. – 8:30 p.m., Thursday, April 27, 2006  
Martin Luther King Park Recreation Center, 4055 Nicollet Ave. S., Minneapolis
- 6:30 p.m. – 8:30 p.m., Tuesday, May 2, 2006  
East Side Neighborhood Services, 1700 2<sup>nd</sup> Street N.E., Minneapolis

Upon request, the City will provide reasonable accommodations to persons 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](mailto: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

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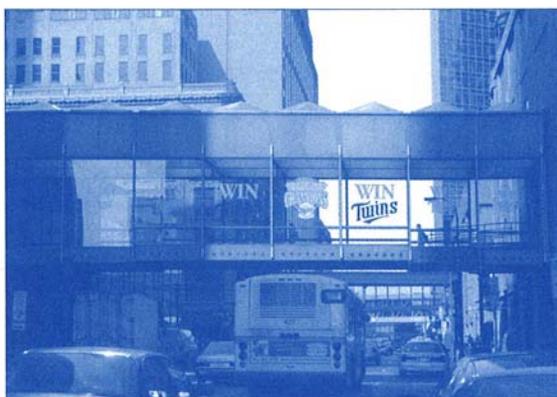
*Everybody's opinion counts, everybody's voice needs to be heard!*

## Speak out for transit in Minneapolis

The City of Minneapolis is hosting a series of workshops where you can share your ideas on how to improve the City's transportation system. The workshops will provide an overview of the City's 10-Year Transportation Action Plan, which is under development, and will provide information on the transportation challenges Minneapolis is facing.

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 a transit and street operations plan for downtown and new street design guidelines.

Pre-registration is not required. Since the workshops include presentations followed by structured dialog, participants are encouraged to arrive at the designated meeting start time.



Workshops are being held at these Minneapolis locations:

**Wednesday, April 19** – 6:30 to 8:30 p.m.  
St. Olaf Catholic Church  
215 South 8th St.

**Thursday, April 20** – 6:30 to 8:30 p.m.  
Communications Workers of America Hall  
3521 E. Lake St.

**Tuesday, April 25** – 6:30 to 8:30 p.m.  
Harrison Recreation Center  
503 Irving Ave. N.

**Thursday, April 27** – 6:30 to 8:30 p.m.  
Martin Luther King Park Recreation Center  
4055 Nicollet Ave. S.

**Tuesday, May 2** – 6:30 to 8:30 p.m.  
East Side Neighborhood Services  
1700 2nd St. NE

Upon request, the City will provide reasonable accommodations to persons 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](mailto:Charleen.Zimmer@ci.minneapolis.mn.us) no later than seven days prior to the meeting.

## Access Minneapolis - Comments Received

### Access Minneapolis Workshop #2: Downtown Minneapolis

#### St. Olaf Catholic Church

April 19, 2006

#### Public Comments

##### Table 1: Sidewalks, Pedestrians and Bicycle Access

###### *Sidewalks*

- Are you concerned about areas where there may be adequate sidewalk but people are using them wrong?
- What about sidewalk cafes?
- More entrances off of North Hennepin would be nice.
- Wheelchair lifts after trains aren't working. Need better directions on how else to access skyway/sidewalk if the lift is broken.
- Any plan for crossing treatments or curb relief for handicapped people and blind individuals?
- Is there any synchronization of lights, for example on Marquette, so that if a bus stops the lights turn red?
- Gap: North-south pedestrian crossings over Washington Avenue east of 3<sup>rd</sup> Avenue to 35W.
- Impossible pedestrian crossing opportunities across 5<sup>th</sup> Street between 11<sup>th</sup> Avenue and Carew- no easy access to LRT station.
- Pedestrian connection is weak across 4<sup>th</sup> and 5<sup>th</sup> Avenues (Hwy. 65 ramps).
- Portland between 9<sup>th</sup> and 10<sup>th</sup> on the north and west side sidewalk has many destinations, and is not accessible.
- 15<sup>th</sup> Street east sidewalks get snow plowed onto them, especially between Portland and Park Avenues.
- Gap: 5<sup>th</sup> Avenue North/South.
- Gap: 11<sup>th</sup> and Grant.
- You have to go to Portland to continue north without running through traffic.
- 15<sup>th</sup> Street west of the freeway has no painted crosswalk. East-west pedestrian traffic rarely gets yielded to by high-volume westward traffic.
- Passengers disembarking from LRT cross against "don't walk" light.
- Pedestrian wait times are too long. Short cross cycle and long traffic cycle.
- Nicollet Avenue bridge lacks sufficient buffer between pedestrians and traffic on freeway below.
- 15<sup>th</sup> Street gaps: narrow sidewalks (especially near Spruce); no cross walks to Loring Park between Hennepin and Willow; overhead utility lines inappropriate for park frontage.
- Gap: Tweeters (sound) and raised pads for blind/sight-impaired individuals to aid in crossing streets.
- Gap: signage from street to skyway.
- Poor lighting on LaSalle Avenue.
- Pedestrian crossing at Hennepin/Lyndale is scary. Pedestrian bridge does not replace need for safe, comfortable on-grade crossing.
- Disincentive to drivers who block intersections and crosswalks because cars stop in box. Fines to drivers who block.
- Gap: wheelchair accessibility signage near Bakers Square, Quebec 6.
- Bus stops after the light instead of at the right turn lane before the light.
- Pedestrian crossing needed from west side of freeway entrance to Triangle Park.
- Back door on buses: People want to exit on front because when you exit in back you have to yell "back door please" because it doesn't unlock and you miss your stop. Maybe have an automatic unlock on back so people of all language ability and experience riding can exit without feeling like they can't exit.
- Biking is scary when you are trying to cross the freeway and are accidentally on a freeway-like road (4<sup>th</sup>).

###### *Bicycle Access*

- Where would a bike lane go if a road had two bus lanes?
- I would like another two-way bike lane on either Marquette or 2<sup>nd</sup>.
- Eliminate left turns between 11<sup>th</sup> and 3<sup>rd</sup> on Hennepin and put a bike lane down the middle.

- It seems there is a disconnect going east to west on the south side of downtown if you don't want to go through downtown.
- Gap- connection going west on Cedar Lake Trail. If there were a connection with Kenwood Parkway it would be a better connection to downtown.
- Commuter bicyclists need to have separate areas so that they can go faster.
- Storm sewer catch basin grates are dangerous for bikes when the grate lines run the same way as a bicycle's wheels- it would be safer for them to run the opposite way. There's no way to put the cover the same way as traffic flow?
- Penn avenue north bike path from 44<sup>th</sup> Avenue North to France and Lake- needs a commuter bike path.
- Will there be key areas for bicycle parking tied to the path or bike lanes?
- Continue to the park in Elliot Park.
- East-west Portland to LaSalle bike route/lanes- suggest 14<sup>th</sup> or 15<sup>th</sup> street, maybe 18<sup>th</sup>?
- Gap- angles at Portland and Park.
- Park Avenue at 9<sup>th</sup> Street- bike lane conflicts with left turn lanes.
- Gap: south side of downtown connection, and east-west connection is weak.
- Gap- 17<sup>th</sup> Street East, Portland to 11<sup>th</sup> Avenue, and along the north side of 94- need bike lane or separate trail.
- Gap: connection from Five Corners. Need better signage on Washington Avenue SE bridge.
- Thank you for keeping bikes a priority and asking for our input.
- Gap: Lake of the Isles - Kenwood Parkway- Loring bike link through Kenwood Park.
- Consider from Midtown Greenway south on Hiawatha. Crossing Lake and Hiawatha is scary! Any possible way to have a bike lane next to LRT over cars at Lake and Hiawatha?
- Conflict with buses and bicycles at the intersection of Hennepin and Washington Avenue (northbound buses on Hennepin turning north/west on Washington).
- If buses go on Marquette, bike lanes on 2<sup>nd</sup>.
- Above the Falls Master Plan. Broadway area sidewalks should be planned according to new Plan.
- Commuter and recreational bikeways should be separated because the needs are different.
- Encourage bus passengers who are able to, to exit by the rear bus door.
- West 25<sup>th</sup> Street and East Lake of the Isles Boulevard does not have curb cut to bike path (other intersections have cuts).
- Hennepin/Lyndale- can the cycle speed up so not so long for a cycle?

### **Table 2: Street Classification**

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

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

### **Table 3: Transit Issues**

#### *Primary Transit Network Map*

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

#### Alternatives: Shuttle Option

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

#### Alternatives: Hybrid Technology Bus Alternative

- Concerned about hybrid buses because they are quieter and blind people can't find them. External audio would help blind people.
- Constant noise would be needed.
- Does North transfer station need to be built?
- On Marquette and Second, is it a skip/stop service?
- How does the street car study fit in?
- Concern about hybrids in that it takes so many years to implement and the technology will go out of date.
- Do we have a cost comparison between the shuttle option and the hybrid option?
- MVTA has hybrid buses on order.
- Circulator bus plans didn't get implemented along with LRT. Legislature put brakes on that. How do the options compare to the level of service of the circulator?
- Need enough traffic flow so we can be safe.
- Concerned about no buses on Nicollet.
- Parking restrictions?

#### *Alternative: Local Buses on Marquette*

- Nicollet was meant to be only walking when shopping was boosted in the 1960s.
- Blind/concerned about no traffic.
- How will 8<sup>th</sup> and 4<sup>th</sup> work?
- #3 bus and #61 bus- concerned about service.
- Why can't we have hybrids on this option?
- Need to consider transit amenities for all options.

### *General Comments*

- The main point of concern to me is the great push to convert the routes that serve downtown to use hybrid buses. This in itself is not a bad thing, but due to the timing of the vehicle phase-in, it will be many years (my guess is 5-10) before the fleet can be fully converted. By that point, hybrid technology is going to be obsolete. Granted, Metro transit can always purchase vehicles with the best technology at the time, but I believe gasoline will be easily \$5/gallon by then and running fossil-fuel vehicles is going to become prohibitively expensive.
- We don't have much of a choice in areas outside of downtown and the surrounding neighborhoods, but I believe that where the concentration of buses warrants it (1,000 buses a day on Nicollet Mall currently, for example) we really ought to consider streetcars and electric buses. Seattle has a nice electric bus system where electric buses connect to the overhead wires as they enter the downtown area and disconnect and run on diesel outside the electric grid. When I asked about this, I was told that Seattle is converting to hybrids. I'll have to research that because I don't understand the reasoning. I could understand if "hybrid" applied to diesel operation while maintaining the electric-only operation downtown.
- Part of the transportation plan includes a feasibility study of bringing modern streetcars to our city. I believe a streetcar solution on Nicollet makes too much sense not to do but we still need to consider buses on other streets that will enter downtown via the Mall. In this case, I wonder if it's possible to use the same electric infrastructure for streetcars and electric buses.
- Overall, I thought the downtown plans presented were mostly correct from a logistical viewpoint, though I have serious problems with the plan that would not run any buses on Nicollet except during peak hours. My major concern is the choice of technology, which seems to have been made without considering our energy needs 5, 10, 20, or 50 years out.

## **Access Minneapolis Workshop #2: Southeast**

### **Communication Workers of America Hall**

**April 20, 2006**

### **Public Comments**

#### **Table 1**

##### *Primary Transitways Network*

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

##### *Sidewalks*

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

##### *Bicycle Access*

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

- Connection from Greenway to Hiawatha South and Minnehaha south. Ideal to bike from Minnehaha Park to Uptown via Minnehaha and Greenway on all bike routes- connect bike paths from Minnehaha to Greenway and that will allow bikes to avoid the crazy Lake and Hiawatha intersection. Another option could be to put a bike path that runs along the LRT bridge- then bikes can go over Lake and Hiawatha.
- The LRT path is cleared of snow early- that is very helpful to the year-round bike commuter.
- Physical barriers between bike and bus lanes from regular street lanes - especially in two-way scenarios.
- Separating bikes from traffic feels much safer than painted lines.
- Prefer physical separation between bikes and cars.
- Need bike route extensions into Richfield and Bloomington.
- Bike lanes should be on low-traffic streets, not large streets. If there is lack of space then one-sided parking would be great. I ride side streets because I feel safer.
- Cedar-Riverside is extremely pedestrian and bicycle un-friendly. Right turns are especially treacherous.

### *Streets and Place Types*

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

### **Table 2**

#### *Primary Transit Network*

- 28<sup>th</sup> to Bloomington and 21<sup>st</sup> can be an industrial way.
- Between Seward and Phillips or 26<sup>th</sup> street is really a connector.
- Industrial streets by 21<sup>st</sup> and the Green Institute.
- Lots of commuters on Minnehaha, should be a commuter connector.

- Lots of traffic on 26<sup>th</sup> - maybe should be a community connector to 31<sup>st</sup> street.
- Concern over bus stops being eliminated and impacts upon those that are mobility impaired.

#### *Sidewalks*

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

#### *Bicycle Access*

- Need a bike path on Lyndale and Hennepin connection. Under walker bridge is a separate bike lane that disappears. Very dangerous.
- Signs are a problem on the sidewalk.
- Connect U of M system to Hiawatha system.
- Riverside at 94- very difficult.
- Lots of people bike on Franklin and it's not signed. It's very dangerous.
- Agree with Gap # 29.
- 24<sup>th</sup> is a good street to bike on.
- Getting across 35 is very difficult.
- All bus stops that are taken out need to be put back. 14 is the bus route.
- #27 bus by Rainbow has lots of disabled.
- Gap- 27<sup>th</sup> to 31<sup>st</sup> on 22<sup>nd</sup> and 24<sup>th</sup> to Franklin on 31<sup>st</sup>.
- Gap: whole area from 13<sup>th</sup> across 94 to 15<sup>th</sup> in the interchange area of 35w and 94.
- Gap: across all of Franklin.
- Gap: there is no natural path traveling southwest (Lyndale and Diamond Lake or Chicago and 54th) to northeast (Seward or Phillips).
- Gap: to connect U of M to bikeway (from Hiawatha on 15<sup>th</sup>, Riverside, 20<sup>th</sup> and 5<sup>th</sup>).

#### *Place Types*

- Minnehaha between Franklin Ave and 25<sup>th</sup> St. E. is a community connector.
- The area between Cedar and 20<sup>th</sup> bordered by 28<sup>th</sup> St. E and Lake Street is an industrial area.
- 26<sup>th</sup> St. E. between Cedar and Minnehaha is a neighborhood connector.
- Is 25<sup>th</sup> Ave. S. between 25<sup>th</sup> St. E. and Minnehaha a community connector?]

#### *General Comments*

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

## Access Minneapolis Workshop #2: North

### Harrison Recreation Center

April 25, 2006

### Public Comments

#### Table 1

##### *Primary Transit Network*

- How much money has been put into this study?
- What's the impetus for restructuring routes? Is it consolidation for more efficiency?
- How do the PTN's relate to the existing routes?
- What difference would a PTN make to Chicago/Fremont?
- Do PTNs basically mean more buses?
- Where is the funding going to come from to run more buses more frequently? Not hearing these facts from the beginning. What are you going to get from ridership as a consequence of increased activity? If you don't get it, what will you do?
- Does this suggest there will be a higher density of development all along Fremont, or significantly along Fremont?
- You have to plan on massive investments in development and redevelopment in housing and land use and in transit.
- All I've seen in planning is Broadway corridor (for higher density development).
- I don't know if Fremont is better than Lyndale but in the past Lyndale has been more commercial than Fremont.
- Fremont is one way.
- Where in the 2000 census do people in North Minneapolis live and work? What transportation alternatives are available to the jobs they're going to today and tomorrow? The fixed route system doesn't work for the suburbs. You need to get this data to determine where else besides downtown these folks work and what concentration and types of transit are needed.
- The area south of 8<sup>th</sup> and north of Hennepin between Bryant and Penn is neglected. It would be good to have a through-street that is high-capacity.
- Artery (PTN) connecting Glenwood to South Minneapolis.

##### *Regarding Peak Interception*

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

##### *Sidewalks*

- The bigger question is when we are going to invest in replacing or substantially improving existing sidewalks in the next 30 years as they wear out. Maybe that's so important that what we do with missing sidewalks is not as important.
- Industrial areas- when land uses change there will be sidewalks added.
- Every 6-8 blocks you can cross the freeway- there's not much reason to cross now.
- What's the City's view and vision for everything east of 94?
- North Minneapolis is oppressed from Olson Memorial Highway north. Where are the livable wage jobs for the 70,000 people who live here? Is the city going to create jobs that work for these people or continue to tell them they need to go to the suburbs?

- In terms of sidewalks- pedestrian ramps over the freeways- not many exist. What about one connecting the north and south over Highway 55?
- Pedestrian overpass over highway 55 near Logan.
- The pedestrian overpass over Thomas to and from Bryn Mawr is not pedestrian friendly and is barely ever used. It's not safe.
- Maybe there will be shorter bridges possible in the future.

#### *Bicycle Access*

- Do you have objectives that are measurable and outline demand for recreation and commuter trails and take into account the time of year? I've never seen any of that data, especially by time of the year. You have to look at seasonality and purpose.
- But seasonality is less important - the use will be there.
- Congestion tends to be less severe on the bike system in general and in the winter in particular.
- Can you make the assumption that people will bike to transit from bike paths? I don't think you can.

#### *Streets/Land Use*

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

#### *Table 1 General Comments*

- I think that you've ruled out too much technology. I'd like to see a subway / el train downtown. It merits lots of investment but must be connected to adjacent communities and be relevant to residents.
- Yes- some kind of easier circulatory system for downtown, especially with all of the condominium development happening downtown, which is heavy near the river and I-35 and near Washington Avenue. Those areas aren't linked to the downtown center in any useful way.

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

## **Table 2**

### *Primary Transit Networks*

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

### *Streets*

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

### *Sidewalks*

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

### *Bike Access*

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

### *Streetcar Comments*

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

## **Access Minneapolis Workshop #2: Southwest**

### **Martin Luther King Recreation Center**

**April 27, 2006**

#### **Public Comments**

##### **Table 1**

###### *Primary Transitways Network*

- Why Bryant as a PTN instead of Lyndale?
- South of 31<sup>st</sup> there is little to no service on Lyndale, on Bryant.
- Bryant has greater residential.
- Lyndale is larger street.
- If move to Lyndale- Grant Avenue service may disappear.
- Is there a connecting point by K-Mart?
- Lyndale has lots of commuter use- run into problems with bus interface.
- Need simplicity on knowing where buses go.
- Lyndale bus turns onto Bryant.
- Does re-design of Lyndale- would anything preclude using transit?
- Willing to transfer or walk - edge of downtown.
- Volume of buses is currently unworkable- yes - transfer.
- Not going downtown- it's more than one transfer- it's inconvenient.
- Important to keep express routes.
- 35W and Lake Street and one at Nicollet and Lake seems too much.
- Transit through Greenway- connect all three.
- Cedar Avenue- big route for people, be PTN similar to Bryant/Lyndale.
- Good connection with buses to LRT is critical
- Should you shift from Bloomington to Cedar?
- Cedar is more residential than Bloomington; Bloomington has more room for development. Cedar has more logical north-south route.
- Big gap between France and Lyndale.
- Penn connect to 50<sup>th</sup> street bus.
- All routes head into and go out of downtown.
- Any chance to do more of a grid system instead of hub and spoke?
- No north-south equivalent to the east-west route.
- Lyndale could support it but hard to put a bus on it.
- Should 38<sup>th</sup> Street be commerce street/community connector from Hiawatha to Chicago or vicinity?
- 35<sup>th</sup> not listed as a neighborhood connector, but it's a paired one way with 36<sup>th</sup>.
- Is Bryant currently a commuter corridor given bus routes? It seems more than a neighborhood connector.
- Upton is also used as a neighborhood connector, especially 50<sup>th</sup> to 43<sup>rd</sup>.
- 50<sup>th</sup> Street may also be a commuter connector as well as community connector.
- With potential Lyndale redesign, 121 won't be commuter street and Lyndale will be again.
- May encourage encroachment on residential if not addressed carefully.
- Planned transit center at 35W and Lake- why two within two blocks?
- Transit center for Nicollet/Lake- Greenway.

###### *Sidewalks*

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

- Show pedestrian bridges across 35W.
- Visibility of pedestrian bridge at 40<sup>th</sup> Street.
- Bus stops have no sidewalk between street and fence for east bound transit on 36<sup>th</sup> near Irving.

#### *Bicycle Access*

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

#### *Streets and Place Types*

- Hospitals encroaching on residential area- cause uproar. Hospitals encroaching on Wells Fargo.
- People already protesting. These might be good areas to target.
- South Lyndale Master Plan.
- 50<sup>th</sup> might be a commuter street as well as a community connector.
- 54<sup>th</sup> might be a commuter street as well as connector.
- Lyndale serves commuter and connector- marked OK. How do people use and view this street?
- Bryant Street labeled OK?
- Bryant residents didn't like that many buses (noise, vibrations).
- Help to get rid of diesel (Lyndale residents understood why theirs was greater).
- 26<sup>th</sup> and 28<sup>th</sup>, why go to 2-way?
- Lake Street is very congested.
- 26<sup>th</sup> and 28<sup>th</sup> are prime routes for traffic.
- Portland and Park are major for people commuting into downtown.
- Important for people who live in the cities.
- Like to make transit better, but not to make it impossible to drive into downtown to promote transit.
- Need logical place where the one-ways end.
- Blaisdell and LaSalle are speedways down to 40<sup>th</sup>, takes pressure off of Nicollet. Not sure if "I" want to push traffic onto Nicollet.
- Ogden/Upton used as a connector by residents instead of Xerxes.
- First street west of Lake to get significantly north.
- Bryant designated as neighborhood connector.
- Kingfield neighborhood - encourage higher residential density along Nicollet.
- Revitalize into more commercial zone.
- Why gap along 60<sup>th</sup>?
- Fill gap on 60<sup>th</sup>.
- Access Project- takes pressure off of 35<sup>th</sup> and 36<sup>th</sup>- they become more neighborhood. 38<sup>th</sup> takes the traffic.
- 35<sup>th</sup> couplet important. Majority of people- good east-west route because lights are timed.

- East of Chicago Ave, people treat 36<sup>th</sup> as a major route.
- Helpful to funnel people into right spots at end of route.
- 38<sup>th</sup> can't carry that capacity like 35<sup>th</sup> and 36<sup>th</sup>.
- How to upgrade 38<sup>th</sup>? Become major route?
- Should be changed to commerce street?
- People pushing mixed high-density development.
- 38<sup>th</sup> may need to be upgraded.
- Upton is not a good commuting route.
- Should something funnel up to 394?
- Connect across interstate- Bryn Mawr, north-south, great for bikes.
- Use aerial pictures and traffic counts, use modeling software that takes into consideration land use, etc.
- Different sized buses for different times.
- Not much difference in cost, cost is in operations.
- Sound of buses on Nicollet- what about hybrid buses that can ride on the street- car tracks as well.
- 46<sup>th</sup> St. between Hiawatha and 46<sup>th</sup> Avenue- community connector vs. commuter street?
- With potential Lyndale redesign, 121 won't be a commuter street and Lyndale will be again.
- Upton is also used as a neighborhood connector, esp. 43<sup>rd</sup> to 50<sup>th</sup>.
- Is Bryant currently a commuter corridor given bus routes? It seems more than a neighborhood connector.
- 35<sup>th</sup> not listed as a neighborhood corridor, but it's a paired one-way with 36<sup>th</sup>.
- Should 38<sup>th</sup> be a commerce street/community connector from Hiawatha to Chicago or vicinity?

## **Table 2**

### *Sidewalks*

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

### *Bicycle Access*

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

- The proposed 32<sup>nd</sup> route has too many stop signs.
- 36<sup>th</sup> is OK for bikes.
- Need good places to get off of commuter path.
- Doesn't like to ride Greenway in morning because of safety. Note enough people around in the early morning.

#### *Street Types*

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

#### *General Comments*

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

## **Access Minneapolis Workshop #2: Northeast**

### **East Side Neighborhood Services**

**May 2, 2006**

### **Public Comments**

#### **Table 1**

##### *Primary Transitways Network*

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

##### *Sidewalks*

- Exclusive pedestrian bridges are not shown- Stone Arch Bridge, 5<sup>th</sup> Street and Bridge #9.
- We've always talked about filling in neighborhoods down to the river.
- What's the furthest distance between transit?
- Sidewalks that have an unprotected access- Broadway coming over river- people try to go fast all of the time and only curb separates people from traffic. Many of these examples in that area.
- Many cutouts for rolling access are not well done.
- Does the speed of traffic affect pedestrians on Marshall Ave.?
- Bridge sidewalks with deep curbs but no barriers from speeding traffic or blind hills (over river to highways especially).

##### *Bicycle Access*

- On-street lanes can be dangerous.
- The map shows how difficult it is to bike- I wish the broad purple, beige and dotted lines were done. We don't have great parks and can't get to the river. I bike this everyday and can't really get where I want to.
- I wish the pedestrian map would have shown routes like this- that would help the other map.
- Could the bits of trails have come out of old NRP projects that weren't coordinated- that's why they don't connect?
- If you look at a bike map of the Twin Cities you won't see these bits- this is unique to northeast.
- Central was redone without bike lanes.
- How do you propose to do a bike lane on a route like University where there is limited right-of-way and you can't take out existing land uses?

- To the extent it's not possible along such streets, the map shows there's no connection.
- Is there a plan for prioritization?
- I worry about all the proposals and which ones will be funded and how and when? Will it make sense and be connected or will it be chunks at a time?
- You don't need residential or industrial/commercial density to provide a bicycle path.
- I thought 6<sup>th</sup> Ave. NE was already designated.
- Consult with Park Board for their plans for bike paths on Park property, not on Park roads (e.g., Mississippi River Rd. north of downtown), show these on map.
- Regarding prioritization of proposals: don't concentrate so much on density and consider potential development, look at areas of need and potential growth.

### *Streets and Place Types*

- Hennepin is growing further NE.
- Broadway and Lyndale are neighborhood activity centers.
- What is the priority of PTNs fitting in with these? For instance, Broadway is listed as a commercial corridor/PTN but for the people who live there it's a community connector.
- 4<sup>th</sup> St. southeast isn't designated appropriately, along with University. Those are both commercial corridors and community connectors.
- Bike lanes- many are planned directly along the river in conjunction with street types. How will these be connected?
- Why don't the bike trails show up on this map?
- A parkway is already possible on the west side of the river to Broadway and proposed north to Weber Parkway.
- Granary Parkway and Kasota Ave: do they plan on having commercial/industrial traffic on these?
- Our neighborhood group discussed that and doesn't like it- it would turn 2<sup>nd</sup> into an arterial. Our neighborhood plan says if they put a road in there it should be parkway, not high-traffic.
- I'd say designation would depend on what they rate the road at.
- Granary Road is to serve a redeveloping industrial area. Wouldn't necessarily serve any local streets- would primarily serve railroad and industrial area.
- This map shows a nice representation of north-south-east-west traffic.
- St. Anthony Parkway and 37<sup>th</sup> Ave. both big community connectors- it's our neighborhood's only way to get to 94 and other areas.
- Is there money or time to do a traffic flow study on some of these questionable areas?
- Where will the traffic volume data come from?
- St. Anthony Parkway from Industrial Boulevard and Central Ave is more of a community connector.
- Street type designations: Type IDs should not be confused for the highest use type as the only relevant type for consideration, especially for PTN.

### *General Comments*

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

## **Table 2**

### *Primary Transit Network*

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

### *Sidewalks*

- Can't cross 35W.
- 7<sup>th</sup>, 8<sup>th</sup> and Central are difficult to cross.
- 6<sup>th</sup> Ave. and University are difficult to cross- this is a connecting point to the Stone Arch Bridge.
- Hard to cross Washington by 35W.
- Would like to see streets narrowed, not widened. Streets should be for pedestrians too.
- Washington and Cedar Riverside (by 7 Corners) are intimidating for walkers. Consider a walking overpass.
- Need walkways to be ADA compliant.
- 19<sup>th</sup> and Como is bad for accidents.
- Cars don't stop for pedestrians. We need to enforce the pedestrian laws.
- Central Avenue from 18<sup>th</sup> to 25<sup>th</sup> stops every block because walkers need this to cross the street. If we stopped for walkers, we wouldn't need so many stop signs.
- Difficult to get across York. Problems crossing by Brookdale Library too. Need buses closer to the door.
- Wheelchairs have a lot of trouble with curb cuts. Need to go into cross walks.
- Have we considered the Denver solution where all traffic stops and then pedestrians cross?
- Signal lights that vibrate or are audible- need these in critical places.
- Need a count-down on the signal so you know how long you have to cross.
- 7<sup>th</sup> and 8<sup>th</sup> Street SE (Monroe) is a bikeway (but not marked), but you have to cross Central staggered to get a cross. It's dangerous.
- Pedestrian's lights are all messed up- no one's going and you have no clue what's going on.
- No bus bench at 7<sup>th</sup> and Central.
- No sidewalk on Hennepin between 5<sup>th</sup> and 7<sup>th</sup>.
- Can't cross 35W near Broadway.

### *Bicycle Access*

- No bike lanes by 35W and University.
- Need bike lanes in part of Dinkytown.
- Como Avenue needs bike path.
- Central and 3<sup>rd</sup> Avenue- bad bike area
- 1<sup>st</sup> and Hennepin bridge- bad area to bike.
- Should be bike paths on bridge.
- Bike paths should be like in Copenhagen (below the curb but able to bike).
- Bicycle riders need to follow road rules.
- River road bicyclists- 10 miles per hour limit on bike path so bikes go on the road. How do you balance faster bikes?
- Need better marking of what's already there.
- More education on how to make crossings.
- On Central is no bike route, access to the 3<sup>rd</sup> Avenue bridge sidewalk is awkward and dangerous.
- No bike lane on 1<sup>st</sup> Ave. (from Central to Hennepin Ave. bridge) - getting onto sidewalk on bridge via bike is really awkward (large curb) - add a marked lane.
- 4<sup>th</sup> Street west of 35W (10<sup>th</sup> Ave.) bike lane completely ends. Crappy, narrow, not well lit sidewalk.

### *Street Types*

- Have we considered subways (under the street sidewalks)?
- I would rather go over the street than under for safety reasons. People can see me.
- Are there areas that are designated bikeways that will be reclaimed as LRT?
- Marshall should become a parkway street. Could have a parkway with industry.
- I think we need to use a map that includes future developments, not current development.
- Activity center by River/Pillsbury development by Stone Arch Bridge: Parkway street should continue on Marshall as the uses change. Why doesn't the parkway continue?
- Don't tear up cobblestone on Main.
- Need off street walkways through University land.
- Things dead-end in certain areas. Need better connections.
- Need to have safe ways to get to the Greenways.
- Are maps available online?
- Downtown- wheelchair boarding issues (time needed to board, boarding locations); low-vision issues (rates, routes, sign information); pedestrian walkways (surface of walking areas need to be firm and stable).

### *General Comments*

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

## Access Minneapolis Workshop #2: General Comments

### All Workshops

#### General Public Comments

- I think bike lanes would be nice on 26<sup>th</sup> Street and 28<sup>th</sup> Street (both one-way streets).
- I am very concerned about accessibility to buses if they are all concentrated on a few streets downtown with 3 buses approaching every minute. That gives me 20 seconds to approach each bus to ask the driver if he/she is driving the bus I need. This is difficult now at certain stops. I can't imagine how I will ever find the right bus if this change is made. To find the right bus, I will need to wait in line while other passengers are boarding to ask the driver for the route number. The drivers almost never call out the number until I'm ready to board. If it is not the bus I need, I will need to move through the crowds to get to the next bus to repeat the process. Then buses can pull around buses that are still boarding and may not stop at each stop. Multiply my difficulty about ten fold to get the picture for people in wheelchairs. When I brought up this problem at the April 25 meeting, I got the impression no thought had been given to this problem, although I know this issue was brought up in steering committee meetings. I want other patrons to be aware of this problem because it could become their issue in the blink of an eye. I am also hoping for some assurance that this problem will be solved and to understand how this issue will be addressed as the planning progresses. I am sure you are aware that Metro Mobility is very expensive for the City, costs patrons more than regular transit service and does not provide the same convenience. It is in everyone's best interest to provide bus service for persons with disabilities. It would have been nice if the meetings would have been held at locations served by the transit system, but 5H routes do not run between 8:30 PM and 10:00 PM from downtown. It is unreasonable to wait for an hour and a half to get back home.
- For those who are not pedestrians, it may seem inconsequential, but when you're trying to get from point A to point B as quickly as possible, knowing which streets are blocked means you can make walking plans in advance and so avoid wasting time. If the plans were available, it might also bring to someone's attention how rare it is to be able to walk down the [Nicollet] Mall all the way from the library on both sides of the street. In NYC and some areas in Minneapolis (recently, 7<sup>th</sup> Street between 5<sup>th</sup> Avenue south and Portland), covered walkways are provided where construction is in process. This is a concession to the fact that people do walk for efficiency, exercise, or economy, and need to be able to get from one spot to the next a block away without waiting at the light an extra two times and crossing an extra street twice. I don't know why this option isn't available in more places, especially places where construction takes more than a year, like the Central Library and the condo development across from the main post office and the Third Avenue bridge. Recent lane closure for pedestrians on Washington Ave. south between 11<sup>th</sup> and 12<sup>th</sup> Avenues on the south side, making a zigzag because Washington Avenue south between 10<sup>th</sup> and 11<sup>th</sup> Avenues is closed for the north side.
- It is my view that any transportation network of the future demands that a *direct* connection to intercity rail service be made available. By this I mean not just commuter rail (i.e., the Northstar), but Amtrak rail service between the Twin Cities and west to Seattle and intermediate stops and east to Chicago and intermediate points. While intercity rail service here is currently rather sparse, nearly all transportation experts agree that current energy and transportation realities dictate that it will be a much larger player as time goes on. I have noted with dismay that route proposals for the Minneapolis-St. Paul LRT seem not to include any stops that would reasonably serve the current Amtrak station on Transfer Road off of University Avenue. This is clearly very short-sighted and unacceptable.
- It makes no sense to have the extra trains which are put into service during Twins games be taken out of service at Hennepin/Warehouse District station. At the very least, passengers going in the direction of the MOA should be allowed to board and an announcement should at least be made that the particular train is only going as far south as \_\_\_\_.
- Add electric signage at Hennepin/Warehouse District station which flashes or says "Next Train," for those times when there are two or three trains on the tracks and passengers may not have the time to run up front to see

which of the two trains has its headlight on. I have seen some trains without their headlights on, too, for some portion of the time, even though they are the next train. Yes, I have found myself sitting in the "wrong" train at least once.

- Make sure ample studies are conducted to substantiate the belief that ridership levels will justify construction of the Northstar route. I believe the existing train between downtown Minneapolis and the MOA proves itself as a great idea, based on high ridership levels, but I wonder about the ridership levels that should be expected on the Northstar route, and whether those ridership levels would be high enough to justify construction of such a route. Have ample surveys of people living anywhere near the proposed Northstar route demonstrated a justification for construction, based on anticipated ridership?

## Access Minneapolis

### Comments Received at Minneapolis TMO and Downtown Council Meetings

#### Minneapolis TMO Meeting: April 27, 2006

#### Downtown Council Meeting: May 3, 2006

1. What is the timeline of this study? Where are you, consultants, on the timeline for completing this study? When do you expect to be completed?

*A generalized timeline is attached. We expect to have a draft report from the consultants in the fall. We will be doing another series of public meetings at that time. The streetcar study is scheduled for completion in spring 2007.*

2. How do you, the consultants, expect to process input like ours?

*All input is tabulated, discussed with the consultant team, and used to modify alternatives and recommendations as appropriate. We are establishing a downtown sub-committee of the Project Steering Committee that we will work closely with to develop final recommendations for downtown.*

3. On the plan to concentrate heavier transit service on fewer downtown streets: What will be the net effect for automobile traffic flow on all downtown streets in peak times? How can we assure property owners abutting designated transit streets an acceptable level of access to their property (parking, deliveries, etc.)? Are there likely to be other unintended consequences?

*The consultant team is doing a traffic simulation of the proposed alternatives to understand traffic impacts. Access to parking, deliveries, etc. would be provided either as provided today (including traffic direction, if needed) or, in the case of the Marquette transit mall option, through access lanes. We also need to determine if changes will be required for bike lanes, sidewalks, on-street parking, etc. The extent of impacts will be an important factor in evaluating alternatives.*

4. Where will bike lanes be placed?

*First preference will be given to keeping bike lanes in existing locations. If bike lanes cannot be retained on existing streets, an alternative parallel route will be identified.*

5. What's wrong with the way downtown currently functions?

*Buses on Nicollet, Marquette and 2<sup>nd</sup> currently move through downtown at speeds less than 5 miles per hour (similar to or slower than average walk times). This is due, in part, to the high number of buses in the existing transit lanes. By widening the transit lanes to double-width, we more than triple the capacity of the bus lanes. By consolidating some routes to these double width lanes, we actually free up some space on other streets for other uses as well as improve bus flow in the transit lanes. Improving operations in the transit lanes improves bus service to and through downtown and improves the overall operation of the street system. The more we can improve the quality, speed and reliability of transit service to and through downtown, the better we will be able to absorb future growth in downtown.*

6. What are the identified trade-offs in any changes under consideration, and are certain trade-offs being given higher priority than others?

*Some of the trade-offs being considered are quality (speed and reliability) of transit service, walkability of downtown, bicycle access, pedestrian impacts, traffic impacts and on-street parking impacts. Other trade-offs may emerge as we continue the evaluation process. While we have not formally weighted these trade-offs, the reliability of transit service (as described in Question 5) is a particularly significant current problem and is an important tool for maintaining the overall functionality of the downtown transportation system.*

7. Where will funding come from to make any substantial changes – traffic signals, signage, infrastructure redesign, traffic control and enforcement, etc? This issue is particularly important in view of the decreased investment by the City in the Public Works Dept.'s budget in the past several years.

*There is no question that there are current funding shortfalls for all of these things and additional funding will be required to achieve the improvements that are needed in the downtown transportation system. We are just beginning to investigate financial strategies and funding options so we cannot answer this question at this time. We do anticipate that multiple funding sources will be needed and we are working with our partner agencies to address these financial issues.*

8. If the consultants are proposing/evaluating changes for downtown Minneapolis that are modeled on other cities' experiences, have important differences in climate, particularly heavy winter snow, been considered?

*Yes, weather differences are being considered. Weather factors into things such as acceptable walk distances, transit speed and reliability, and maintenance practices (particularly sidewalks).*

7. Are air quality issues being examined?...particularly if changed traffic patterns will mean more lanes filled with idling vehicles – cars and/or buses? What may be the effect on air quality along certain streets, particularly for pedestrians waiting for buses, if fewer streets are devoted primarily to bus transit?

*We do not plan to do rigorous air quality modeling as part of the Ten-Year Action Plan. However, if certain intersections or areas are expected to have higher levels of congestion due to a plan recommendation, we may include air quality modeling as a recommended next step. The intersection level of service modeling that is being done for the two-way vs. one-way analysis will give us a good indication of where there could be potential air quality issues. We expect that the double-wide transit lanes, even with consolidation of service to these streets, will reduce air quality problems because they will reduce the amount of time that buses idle and will improve the travel speed/flow of buses on these streets.*

8. How does this planning process evaluate/address downtown's pedestrian environment (what is, and/or isn't, pleasant about it), including pedestrian movement and safety?

*The Ten-Year Action Plan includes the development of design guidelines for various street types. These design guidelines will include things like sidewalk widths, pedestrian facilities and amenities, crosswalk treatments, etc. The study also includes a pedestrian "gap" analysis which identifies places where pedestrian facilities are needed to provide more direct pedestrian movement, eliminate barriers to pedestrian access, etc. The study does not include a street-by-street assessment of the pedestrian environment in downtown. It also does not identify or address specific pedestrian safety issues. It is possible that more specific study of certain areas, streets or issues may be recommended as action items.*

9. What happens to bicycle lanes with proposed downtown transit alternatives?

*Bicycle lanes will be retained on existing streets if possible. If not, bicycle lanes will be created on nearby streets.*

10. Will turn lanes be eliminated on Marquette/2nd with proposed double-width transit lanes?

*It is more likely that on-street parking will be removed. We will provide turn lanes where needed if space allows.*

11. Why is the shuttle routed only on Nicollet rather than a loop route on Nicollet and Hennepin as proposed in the earlier circulator study?

*Transit is better used and easier to understand if the routing is consistent.*

12. Why are facilities required for the shuttle option and not for the hybrid bus option?

*The hybrid bus does not involve peak interception and does not add buses to the fleet. The shuttle option requires a facility where intercepted buses can stop and unload passengers and where passengers can then transfer to the downtown shuttle.*

13. What is the Convention Center "gateway"?

*It is a green pedestrian connection along 13<sup>th</sup> Street between Nicollet Mall and the Convention Center. This Nicollet Mall station would be branded the Convention Center stop.*

- a. A skyway connection is needed
- b. This is two-blocks, not one-block to the Convention Center
- c. People won't use this, especially if there is no skyway connection

14. Is the hybrid bus option a "dinosaur" option?

*No, we believe this option will provide good downtown circulation into the future.*

15. Do we have a long-term need for peak interception?

*By 2030 or later, particularly if rail corridors are not constructed, either some peak interception or additional transit lanes on downtown streets will be needed.*

16. What is the schedule for making a decision on downtown transit?

*No decisions on downtown transit will be made until work on the other modes has been completed and there are preliminary results from the streetcar study. We will be working on these elements and having further discussions with the downtown business community over the summer. We expect recommendations to be made in the fall.*

17. What were the assumptions that led to the traffic volume and transit volume forecasts?

*Growth assumptions were based on information provided by CPED and the 2030 forecasts prepared by the Metropolitan Council. The most current information about downtown development was used.*

18. Are boarding times and new vehicle technology considered?

*Boarding times were considered in determining transit lane capacity and transit speeds. Multiple door loading was not assumed.*

19. Are the costs fully allocated Metro Transit costs? Private sector could operate at less cost?

*Yes.*

20. Are costs for the shuttle net costs?

*Yes.*

21. Will the "hybrid" buses also be low floor vehicles?

*Yes.*

22. How will access be provided to/from parking garages if Marquette becomes a transit-only street?

*Via special access lanes. Bus stops will probably not be located in blocks with parking garages so the curb lane can be used for right in/right out access to/from the garages.*

23. What assumptions were used for downtown growth? Were the Twins Stadium and the Intermodal Station included? What was the source of information for office and residential growth?

*See answer above. Yes, the Twins Stadium and the Intermodal Station were included. Source: CPED.*

24. Who else are you meeting with in downtown?

*One meeting with TMO. One meeting with Downtown Council, BOMA, Chamber of Commerce, TMO and Convention & Visitors Association. Public meeting in downtown promoted primarily to downtown residential neighborhoods.*

*We are putting together a downtown sub-committee of the Project Steering Committee.*

25. System approach is good – need to improve flow and access by all modes

26. Don't be premature and put aside shuttle option just because of higher cost

27. Are downtown residential neighborhoods being included in the discussion? Condo associations? Cabs? All forms of transit?

*Broad invitations and announcements of public meetings.*

28. What funding is available to pay for what is being recommended?

*Still to be determined. Effort over the next few months will be focused on implementation strategies, including financing.*

29. How can people learn about the study and provide feedback?

*Several public meetings scheduled. Can view website and can contact project manager. Is there a website?*

[www.ci.minneapolis.mn.us/public-works/trans-plan](http://www.ci.minneapolis.mn.us/public-works/trans-plan)

30. Answers to specific questions provided by the TMO were provided in writing (attached) and can be viewed on the website.