

GIRARD AVE OUTREACH SUMMARY

WHAT HAVE WE HEARD

GIRARD AVE OUTREACH ACTIVITIES

Public Works has used the following strategies to engage with stakeholders on the Girard Ave. S Reconstruction Project:

- Meetings with Uptown Special Service District
- Meetings with South Uptown and Lowry Hill East Neighborhood Associations
- Meetings with the Minneapolis Pedestrian and Bicycle Advisory Committees
- Door knocking businesses on or directly adjacent to Girard Ave. S
- Connecting with business associations
- Mailers sent to nearby property owners
- Online survey

FEEDBACK RECEIVED

Public Works received a lot of feedback on the project, but some general themes emerged:

- General agreement with Public Works Project Goals
- Two main, but competing desires:
 - A desire for Public Works to accommodate vehicular access and circulation in the area, and a specific desire to keep Girard Ave. S open to vehicles
 - A desire for Public Works to completely close Girard Ave. S to vehicles and turn the block into a pedestrian mall
- We also heard the desire to include enhanced streetscaping amenities (ie plantings, benches, art, etc.)

HOW ARE WE MOVING FORWARD?

We're using the main feedback themes we've heard in the following ways:

Feedback	Action
General agreement with Public Works Project Goals	Use the Public Works project goals to evaluate the proposed design alternatives
Maintain vehicle access and circulation along Girard Ave. S	Add this as a 'stakeholder desire' and also use it to evaluate the proposed design alternatives
Create a pedestrian mall along Girard Ave. S	This option is one of the proposed design alternatives
Enhanced streetscaping amenities	Continue to rely on current City policy regarding funding streetscape amenities (i.e. typical projects do not include funding for enhanced amenities)

Another board solicited feedback on the following question:

What is **ONE** thing you'd like to see happen via this project?

Bike/Ped Ideas

- Girard should be for peds and bikes only – there's no need for vehicles on this single block.
- Create a safe lane of passage across Lake & Lagoon (for bikes & peds.)
- Bike parking added on east side of street by business entrances.
- Bikes & Pedestrians only on Girard
- Prioritize peds & bicyclists
- Option 4: Bikes, Peds, Deliveries
- Option 4 with one-way deliveries – southbound – Add Fremont one-way northbound (out of scoop)
- Partner w/ Hennepin County to try pedestrian all-way crossing at controlled intersections (aka pedestrian scramble)
 - All vehicle traffic stops
 - Peds can cross in any direction
 - Lake & Lagoon @ Hennepin Ave & Girard
- I second this [pedestrian scramble]
- To follow the City's complete street policy and Climate Action Plan and create a pedestrian mall.

- Make this block Bike & Ped only!
- I would like Girard to have no cars, bike & ped ONLY 😊

Car ideas

- No shared street
- BAN CARS [with several arrows in various colors]
- I would like to see NO vehicles on Girard.

Other

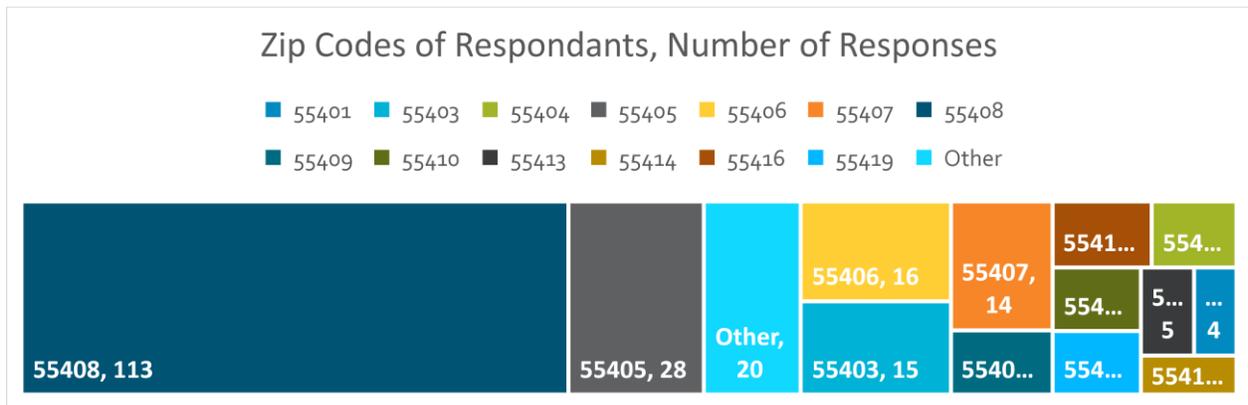
- I would like for the City to use this project as a pilot for truly incorporating the City's Climate Action Plan goals. With 1/5th of GHG emissions coming from vehicle traffic, how will the city address this & incorporate strategies for reducing emissions in street design
- Cheese skateboard box on 29th St was very successful as a traffic calming & public space activation device. Let's try including skateable furniture in public spaces & see what happens!
- More greenery/landscaping
- Swing set!

ONLINE SURVEY – PROJECT GOALS AND DESIGN OUTCOMES

A survey was open between September 9 and December 10, 2018 in order to get feedback on project goals and design outcomes. The survey received **368 responses** and about 256 people shared some or all of their demographic characteristics, summarized below.

ZIP CODE

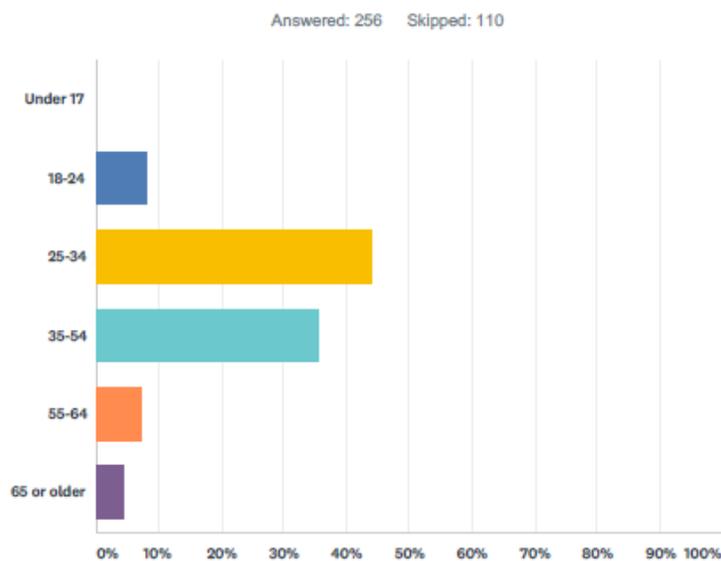
The 55408 zip code, where the project is located, has the highest number of participants in the survey, with significant numbers of others giving input from 55405, 55406, 55403 and 55407.



AGE

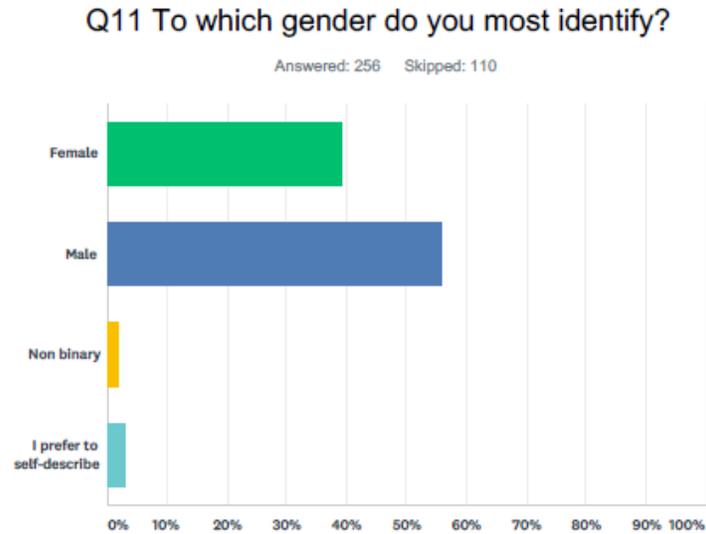
Forty-four (44%) of people who responded to the survey were between the ages of 25-34 and 36% were between the ages of 34-54.

Q10 Which category includes your age?



GENDER

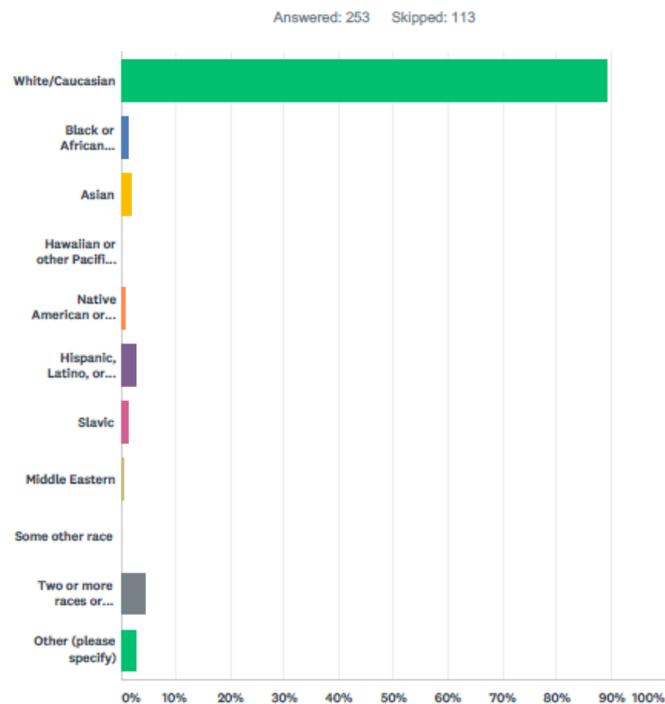
Of the 256 people who responded to the gender identity question, 39% identified as female, 44% identified as male and 5% identified as non-binary or self-describe.



RACE/ETHNICITY

Most people responding to the survey identified as white/Caucasian (89%).

Q12 To which racial identity/origin do you most identify? Please check all that apply.



DISABILITY

People who responded to the survey have a variety of needs when they travel on Girard, some of which may be influenced by their disability. Of people who responded to the demographic section, the most common disabilities identified were vision-related and hearing-related impairments.

Q13 Do you identify as someone with a disability? Please check all that apply.

Answered: 257 Skipped: 109

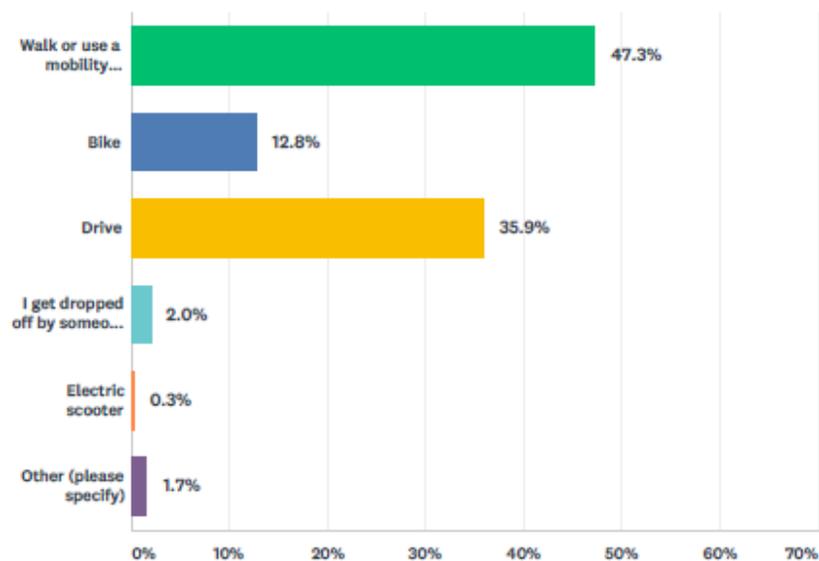
ANSWER CHOICES	RESPONSES	
No	94.55%	243
Yes, hearing-related	1.17%	3
Yes, vision-related	1.56%	4
Yes, mobility-related	2.33%	6
Yes, cognitively or intellectually-related	0.78%	2
Yes	0.39%	1
Yes -other (please specify)	0.00%	0
Total Respondents: 257		

TRAVEL PATTERNS

The two most common modes of travel on Girard for people responding to the survey were walking/using a mobility-assisted device and driving.

Q5 How do you typically travel on Girard Ave. S?

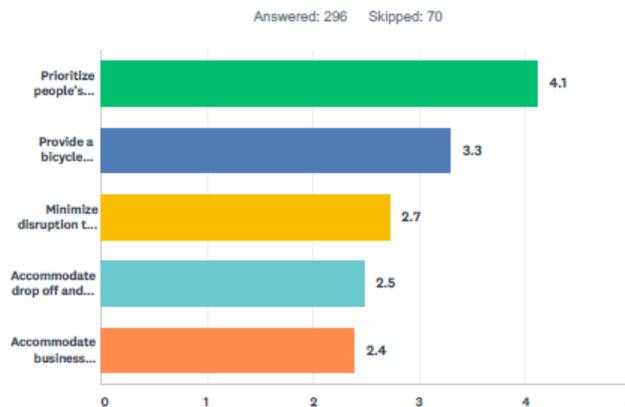
Answered: 298 Skipped: 68



GIRARD AVE GOALS

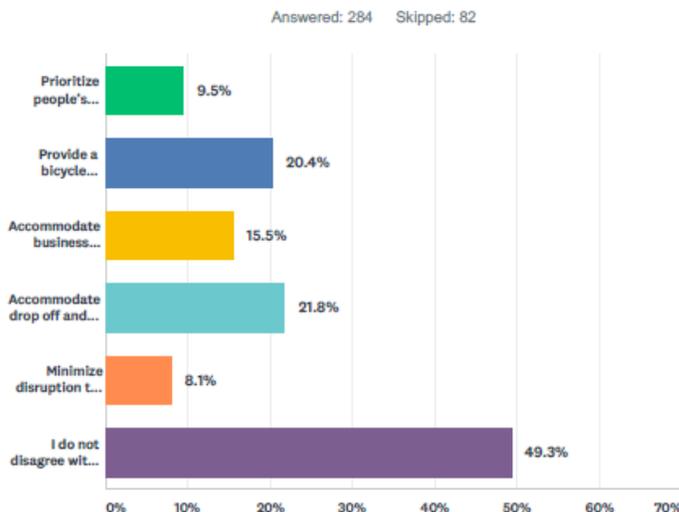
The survey also asked respondents to rank project goals and identify goals they disagreed with. The average rank was then calculated and is displayed below, with "Prioritize people's ability to walk comfortably to, from, and along Girard Ave S" being highest ranked in importance. The full goal statements were, "Prioritize people's ability to walk comfortably to, from, and along Girard Ave S," "Provide a bicycle connection from the Midtown Greenway to Calhoun Square," "Accommodate business deliveries," "Accommodate drop off and pick up of visitors and employees," and "Minimize disruption to the existing pedestrian amenities installed on the east side of the street."

Q6 Below are City of Minneapolis Public Works' goals for the Girard Ave. S reconstruction project. Which goals do you think are most important? Please rank the goals below with 1 being the most important and 5 being the least important.



Almost half of respondents did not disagree with any of the Public Works project goals. The most disagreed-with goal was "Accommodate drop off and pick up of visitors and employees," with 22% of people taking the survey not thinking it was a goal that should be applied to Girard Ave S.

Q7 Do you disagree with any of City of Minneapolis Public Works' project goals? Check the box next to any goals you do NOT think should be applied to the Girard Ave. S project.



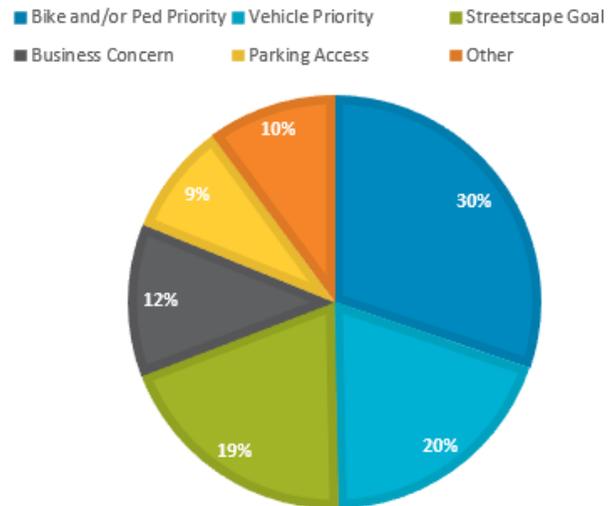
OPEN RESPONSE - GOALS

Respondents could provide an open response to the prompt, “**My goals for the project include...**” 127 respondents answered this question. The project team categorized the responses into five main themes:

- Bicycles
- Pedestrians
- Vehicles
- Placemaking
- Other goals

The section below summarizes themes by pulling short direct quotes and highlighting common ideas from the comments received. A full record of the comments received can be found in **Appendix A**.

SURVEY RESPONSE TOPICS



BIKE THEMES:

bike lanes ending at Lake and not continuing does not make sense | pedestrian and biker friendly connection | creating the pedestrian/bike promenade | [Uptown badly needs a safe north-south bike route](#) | better walking and bike connection between the Greenway and Calhoun Square | accommodating business deliveries in a way that avoids delivery trucks double parking in bike lines | I love the city prioritizing bike lanes

PEDESTRIAN THEMES:

turn the street into a pedestrian walkway | no traffic, improve timing on crosswalks | [eliminate vehicle traffic](#) | bump-outs and planted median on lagoon to minimize walking distance | Install movable bollards for business deliveries | I'm feeling unsafe walking through this area | [facilitate safer crossing of Lake Street and Lagoon](#) | car-free ped mall or transit mall would be best | no car traffic, but understand the need for businesses to get deliveries | walkable year-round | make the area cleaner and friendlier for pedestrians | maximize the pedestrian experience | **this should be a pedestrian mall!**

VEHICLE THEMES:

we are losing so much parking on Hennepin | minimal disruption for drivers | [automobile access should be included](#) | ensuring that cars can still drive | several heavily congestion streets that bikes should not be allowed on | [ease traffic jams in Uptown](#) | hard

to walk around now but is also a very high traffic area | Additional cross walks and drop off lanes | Keep the two way available for drivers | Accessible for cars, Lyft, business drop offs | timing of the lights on Lagoon | emphasis should be on providing parking and car access | Maximize ease of access to businesses | Do not take away any existing parking | **utilize Girard to access the Mozaic parking ramp** | Safe for both pedestrians and vehicles | Stella's need to be able to have deliveries on Girard every day

PLACEMAKING THEMES:

less impervious surface and more plantings. | adding unique character to uptown | provide adequate bike parking | use a material other than concrete | **more public seating in this area, skateboard-friendly infrastructure** | get rid of dumpsters/garbage and grease | test shared street / woonerf strategies | reduce surface parking along Girard corridor, opportunity for a pedestrian friendly streetscape | original character of neighborhood | Interactive art installations | **restore the existing cobble stone road with the old trolly tracks** | beautify the west side of the street | enhance the signage | Wide enough pathways to accommodate active and engaging programming | butterfly garden, fruit trees | **Better Lighting for a safer environment.**

OTHER GOALS:

Doing nothing. | Consider adjusting the timing of the traffic lights at Lagoon and Girard | Seems like an unnecessary spend | Maybe change the name | Decrease speed limit to 30 mph on lake and lagoon | what about tricycle and unicycle access | nice place for people to rest and relax. | Something to signal help. | Things to attract tourism | Affordable housing! | lagoon and lake should both be two ways | More parking in lot on Lake between Girard and Fremont | Find a spot for Stella's to dump their seafood ice

APPENDIX A

COMPLETE COMMENTS FROM ONLINE SURVEY

Girard Ave stakeholders responded to the prompt “My goals for the project include:” as part of the online survey available from September to December 2018. Public Works received 127 responses to this question.

“My goals for the project include:”

<p>The businesses on Girard are important too. Stella's need to be able to have deliveries on Girard every day - up to 10 a day. In addition, Stella's provides recycling for Stella's and the entire building next store. We need as much room as possible for garbage/recycling for those two buildings/businesses. It is a zero lot line. We will not be able to operate without it. Not to mention, soon there will be more recycling regulations. It is simply unreasonable to eliminate cars/traffic on Girard. I was told "shared use" was the city objective at the start of the project and then at the last meeting it was just the opposite. The drive thru lane are very important to vitality of McDonald's. I know my property tax increased 10% this year - up to 132k. I would assume this would count for something? Stella's needs deliveries and room for recycling. On the traffic front. I am an expert on this block! I have been coming and going from Stella's for 13 years. People drive down this block to avoid the light on Hennepin. In addition, to get to the Mosaic ramp for parking. Traffic is a mess at times and closing off a street will not help - it is backed up on Lagoon constantly. On the bike side (and I know that's the ONLY priority of this) - I rarely see any bike riders period. Taking another street from cars is should not be considered. PS. I am a biker - not against biking. I do have more to say and love to speak more in person. I learned a lot more at the last meeting. My support is to keep the two traffic lanes (shorten each by 3 feet) and adding well marked 3 foot bike lane on either side. On the Stella's side, there is no reason for 18 foot sidewalk. There is no store front and nothing to look at. Closing the street off would cause problems during late night bar close with the people hanging out. Not to mention increase traffic issues getting out of Uptown. Please contact me anytime regarding this project. I have begun to speak to the neighborhood associations (Judy Shields). I feel we can find a happy median for both sides for Shared use of this street.</p>
<p>Please be concerned about businesses as well as pedestrians - each is dependent upon the other. Without great choices for goods and services there will be no need for pedestrian and bike lanes in the area.</p>
<p>considering what you have done on Hennepin /lake i would say you should have left well enough alone! basically took all parking and the stores are all going out of business - thank you Minneapolis you always consider the businesses don't you- where do you get all the \$\$ to do these failed projects and it's not just in Uptown!</p>
<p>Many people traveling from the West into Uptown, utilize Girard to access the Mozaic parking ramp. If Girard is not open for vehicle traffic, how will that affect Lagoon going Eastbound if all the Mozaic ramp users must enter the ramp exclusively from Lagoon.?</p>
<p>Accommodate access to the area parking (which this project hinders) when visitors (and employees drive to the area. Also, abate traffic gridlock when possible given density increases and inevitable persistence of car use.</p>

Keep vehicle access in Uptown.
Do not take away any existing parking on the street.
Maximize ease of access to businesses, and vehicular navigation of Uptown.
keeping Girard open to auto mobile traffic
A regular sidewalk is sufficient to allow people to walk comfortably to, from, and along Girard Ave. The emphasis should be on providing parking and car access to ALL of Girard Ave S. I would visit the area even more often if these benefits were provided and I live in the neighborhood. People drive cars and we have to acknowledge that. I also walk and bike but I don't need expensive accommodations, such as the Hennepin Ave project, to do so.
Better Lighting for a safer environment. Focusing pedestrian traffic to east side of street. Removing the obnoxious evergreens that prohibit good sight lines to the businesses.
timing of the lights on Lagoon, so easier to access MoZaic parking
Find a spot for Stella's to dump their seafood ice — their dumpsters and ice piles are an eyesore and smell terrible
Yes, How about more parking in UPTOWN. The lot on Lake between Girard and Fremont has been vacate for 21 years or longer. I say use that for more parking.
Eliminate traffic on this road except business deliveries. I like the idea of a space for pick-up and drop off of people, but even better would be no traffic.
I don't think we need to do anything there
butterfly garden, fruit trees, along with a water fountain and seating to read a book
Allow traffic on Girard Avenue, easy access to Mosaic on the other side of Lagoon is critical!
Girard Ave S. should remain open to vehicle traffic or it will have an immediate and long term negative impact to my customers, their businesses and their employees. It is very short sighted to assume that everyone who visits or works in Uptown will come by bike or on foot. In order to grown commerce you have to include people from outside the area.
Stop the madness
This is the only field that allowed for input, so even though it strays from the prompting question, I hope you'll consider it. I am concerned about the following: deliveries to Stella's, access to the McDonald's drive-thru, and access for vehicles to parking at MoZaic and also Calhoun Square. Not to mention bikes travelling north on Hennepin that will have to turn right onto Lake, cross three lanes of Lake Street traffic just to turn left on Girard in front of Stella's to use the new street. Sounds very dangerous, especially given that this intersection is already one of the most dangerous in the city, and a cyclist only has one block to do this maneuver, so I think this design invites poor decisions. This project also seems duplicative, since the City appeared to be placing the priority on Hennepin with the recently completed project, and now immediately after finishing that project and without the benefit of time (this was announced prior even to it being reopened!), and having no data on it to understand how it's working, the City appears to be pushing ahead on something with identical purpose, a block over from the focus area. Are there other alternatives being considered? Bike lanes on Girard instead? Could facilitate the connection the City is looking for without disrupting the access and business delivery functions the street serves now.

Girard Ave, north of Lake street, is a vital thru-way to access businesses not just on Girard but on Lake Street as well. Any changes to existing roadway needs to accommodate visitors to the Uptown Area.
Finish the Hennepin Avenue project and start Lake Street going North to downtown. Bike lanes ending at Lake and not continuing does not make sense.
I'd encourage you to consider the existing structures and how difficult it will become to access the current parking structures.
Traffic congestion in uptown, lagoon and lake should both be two ways.
Remove car lanes completely to create a full walkway from the greenway to Calhoun Square. Wide enough pathways to accommodate active and engaging programming along the entire connected length. String lights from building to building.
Interactive art installations
Try to keep some of the original character of neighborhood rather than modernizing designs
Easier to drive....
Enhance the signage (parking regulations, parking restrictions,etc) to make them easier to see and understand. This is especially important in dark winter months when snow can cover signs. People become confused as to whether or not they can park along the roadway or if it is permit only.
Green space/sustainability.
Safe for both pedestrians and vehicles to pass thru. Please do not make this pedestrian only, uptown traffic is congested enough as it is.
Make a bike only lane with two way bike traffic going north south like the greenway but yo from downtown
Keeping walking access to my gym safe
Beautify the west side of the street.
Just make it pedestrian only, making a thoroughfare from 31st to lagoon. That would be awesome.
Accessible for cars, Lyft, business drop offs
Keep the two way available for drivers that do not want to go on Hennepin to get around uptown
Affordable housing! Lisa bender have demolished all affordable housing in uptown pushing long time residents out! No Land Trusts!
We have enough bike lanes. Please continue to allow cars to use this street to circulate
This should be vehicle-free except for business deliveries.
Things to attract tourism
I don't understand any need to stop vehicle traffic along this block and turn it into a pedestrian only mall.

<p>Please don't prioritize biking lanes. Our city's climate doesn't jive with this concept well. Additional cross walks and drop off lanes would help if it can be done without impacting traffic flow. We need to understand negatively impacting those who drive won't result in people biking to work substantially. We ask you reconsider the work done along 28th St. The new bike lanes aren't effective. Their utilization is very low along the other bike lanes that have been put in on other roads. There's nothing wrong with trying new things. We only ask that when these experiments aren't successful that action is accompanied with the result. This may mean to reverse course which shouldn't be seen as a negative. Thank you for hearing us out. -Caleb and Dan plus many of our friends</p>
<p>Add an energy alarm tower thing like they have on the greenway. Something to signal help. This area is right next to a row of bars known for Bro culture and is not as safe of an area for females.</p>
<p>I think girard could be a great north/ south pedestrian and bike only spine running parallel to hennepin. It really needs better pedestrian priority over traffic when crossing lake and lagoon.</p>
<p>Convert to pedestrian mall, perhaps include a bike path down the middle to connect to the greenway.</p>
<p>I'd love to see the street car rails come back in usage ;)</p>
<p>No cars/busses allowed on this street</p>
<p>The only concern I would have is less access to the parking ramps, those are key in driving to Uptown, otherwise parking is very hard to find. It is hard to walk around now but is also a very high traffic area.</p>
<p>The street should be closed to motorized vehicles and become a pedestrian/bike mall</p>
<p>Pedestrian mall or woonerf please</p>
<p>I do not think drop off and pick up of visitors should be 'accommodated'. Urban design should prioritize pedestrians and bikes over cars. However, I understand that you need to account for the fact that many people still drive and if it isn't a priority project goal, people will drive/drop off in unintended ways.</p>
<p>Extend the pedestrian mall.</p>
<p>Prioritize pedestrian safety during construction and vehicular navigation. This is the only two way street East of Hennepin between Lake and Lagoon. The populous knows and use it as a navigation point for the Uptown business district. To make thousands of people change their habits may affect business and transportation costs.</p>
<p>PLEASE restore the existing cobble stone road with the old trolley tracks that now poke through the asphalt on Girard between Lake St and Lagoon Ave. Make the crosswalks ADA smooth, etc. Uptown desperately needs connections to it's past, and the template is already in the ground.</p>
<p>Safer crossings.</p>
<p>To close this block of Girard completely to automobile traffic, making it a high quality pedestrian mall in the heart of Uptown</p>

<p>Neighborhood enjoyment of the area. Adding unique character to uptown. The city has basically turned the neighborhood that use to have a fun rebellious flair into a suburban destination. This corner of uptown is turning into just another neighborhood in just another city. The boxy apartment buildings that will be torn down in 10ish years, the numerous cowboy bars, the chains and a half empty mall that isn't used well ... these have all taken a lot of character from what used to be a cool neighborhood authentic to Minneapolis. I'd like us to bring some of that back with this project. My colleagues and I were talking about how there's no well used pedestrian malls around here. No live music. No cafes with good outdoor seating. Uptown now lives inside, and it'd be great to reclaim some of that outdoor space at some point</p>
<p>Make Girard a strictly pedestrian mall. The nicollet mall of uptown</p>
<p>Add a crosswalk street light for pedestrians to cross from Calhoun square to the north side of the street.</p>
<p>Make the area safer at night</p>
<p>Test shared street / woonerf strategies</p>
<p>Bikes from the Greenway must have a seperate bike lanes to be on Hennepin Ave.. Girard Ave is the Ped Mall only -No Delivery allowed on the Ped Mall it's obstructed to the wheelchair and mobility scooter peoples- Federal ADA regulation applies. Future of Farmer's Market just like in Downtown Nicollet Mall should be stay clear for the wheelchair paths.. or Farmer Market in the parking lots just suit for them or usually same as food trucks parked southwest of uptown area.</p>
<p>Make it pretty. That area can look pretty trashy sometimes. And for dropping off or picking up people, maybe have a couple of parking spots with signs saying it's just just for that</p>
<p>Ease traffic jams in Uptown</p>
<p>Make it a pedestrian only walkway</p>
<p>while I love the city prioritizing bike lanes and support it, every single street does not need or should have a bike lane on it. There are some sections of several heavily congestion streets that bikes should not be allowed on as the street is not wide enough for 2 vehicles & parking let along additional space for a bike lane.</p>
<p>This should be a pedestrian mall! Ban cars on Girard</p>
<p>This street should be less about transportation and more about being a destination.</p>
<p>Just do anything you can in that area to reduce car traffic.</p>
<p>Ensuring that cars can still drive on the portion of Girard between Lake and Lagoon</p>
<p>Like it or not, automobile access should be included as a project goal. There are few accessible side streets for rider pickup/drop off.</p>
<p>Extend pedestrianway all the way from greenway to Calhoun Square!</p>
<p>Maximize the pedestrian experience</p>
<p>Minimize Traffic Congestion</p>
<p>Reduce surface parking along Girard corridor - create a development opportunity for a pedestrian friendly streetscape, and business / housing opportunities.</p>
<p>accommodating business deliveries in a way that avoids delivery trucks double parking in bike lines! Protected bike lanes are the way to go</p>
<p>Provide a better walking and bike connection between the Greenway and Calhoun Square. Reduce traffic impacts along Lake Street and Lagoon Avenue by removing cross traffic/conflict zones for bikes.</p>

Make the area cleaner and friendlier for pedestrians. Possibly add greenery. Address the growing homeless encampments in the area
Make sure it's walkable year-round and clear from ice and snow.
Make it look nice - get rid of dumpsters/ garbage and grease
Safety for late night pedestrian traffic. Ample lighting should be included.
Keep cobblestone and streetcar history. Don't repave road to keep cars slow. Fix and widen sidewalks and add trees and bikepaths. Divelanes stay old stones to slow traffic.
Minimize costs; currently street works fine
Creating safe crossings of Lake St and Lagoon Ave.
minimal disruption for drivers
I say no car traffic, but understand the need for businesses to get deliveries. Minimize the truck, accent the walking space.
Too many bike paths! We are losing so much parking on Hennepin because of the bike path. Enough already.
This council is so out of touch with reality. Fix parking. This is not Nicolet Mall. Retail is barely surviving here. Do you really want the drunks and homeless?
Do not call it the "Girard Meander"
This should also be a nice place for people to rest and relax.
Car-free ped mall or transit mall would be best! Should be interesting and engaging to foot traffic.
People always talk about bicycles, what about tricycle and unicycle access? Let's think bold, what about real hoverboards.
Uptown badly needs a safe north-south bike route. Bryant is currently the only option and is incredibly unsafe given many drivers presumptions of priority over the bicyclists. Girard may be a good option as it's currently pedestrianized in some areas, but in order for this to really be useful it needs to not only be connected in this area, but extended south to 36th and north probably to at least Franklin. How can it be that one of the most bike friendly neighborhoods in one of the most bike friendly cities in the country doesn't have a safe way to bike to the adjacent downtown?!
I see a stretch of land between two pedestrian malls, and I believe we should connect the dots with another pedestrian mall. Most of this part of town needs to be more walkable, to reflect the large number of people out walking always. Make it a model for the rest of the city to see and learn from.
Create a much safer crossing at Lake St
I work nearby and walk along Girard all the time. I'd love to see more public seating in this area. Also, Uptown does not have an skateboard-friendly infrastructure. I don't skateboard (I'm a 30-year-old young professional!), but this seems like a prime opportunity for something like that.
Eliminate/shrink large unused parking lot at the McDonald's
Design and add skateable(skateboard) features. Benches, ledges, and sculpture. No defensive architecture-skatestoppers
Prioritizing bikes/pedestrians moving from the greenway to 31st street and the destinations along Hennepin Ave. Making the crossings across lake, lagoon, and 31st as safe as possible for people walking and biking.
Decrease speed limit to 30 mph on lake and lagoon

Use a material other than concrete for creating the pedestrian/bike promenade.
Provide adequate bike parking proximate to each business door.
Partner with Hennepin County to ensure pedestrian experience is enhanced at Lagoon and Lake crossings - the flow between the three blocks should be smooth for people on foot or using mobility devices.
Maybe change the name :)
Less impervious surface and more plantings.
Facilitate safer crossing of Lake Street and Lagoon (fewer lanes on the cross street)
Seems like an unnecessary spend
Investigate possibility of salvaging and incorporating existing streetcar wye tracks and brick pavers from beneath asphalt into project
Please include skateable elements for skateboarders.
Objects such as benches along the block that could be used for seating, but also would be designated as skateboard obstacles when not in use.
Include skateable elements like benches, sculptures, etc.
prohibiting cars is incredibly important! business deliveries can be accomplished by other means, it's a very short distance to walk or wheel something from lake.
The project should result in a pedestrian and biker friendly connection between the Greenway and Calhoun Square, while also adding green space and additional benches.
This is a waste of money.
Safety in this area. I'm feeling unsafe walking through this area.
Close the street to cars, etc. Install movable bollards for business deliveries - most of which are early morning and at low traffic times.
Placemaking goals.
Consider adjusting the timing of the traffic lights at Lagoon and Girard so that car traffic stops more frequently and long enough to allow handicap and disabled enough time to walk across Lagoon.
I think we should extend the sidewalk on the west side of the street and provide generous plantings and sitting benches. There should be bump-outs on lagoon to minimize walking distance. There should be a planted median on Lagoon to calm traffic and allow for pedestrians to stand on a safety island until they can cross the other lane of traffic.
Doing nothing.
Eliminate vehicle traffic through this pedestrian space.
No traffic, improve timing on crosswalks connecting this section to the north and south
Turn the street into a pedestrian walkway. There really isn't a need for traffic on that street at all other than potentially for business deliveries. Drop-off and pickups can be done at the corners of Lake or Lagoon.
placemaking; creating a street to hang out on instead of passing through