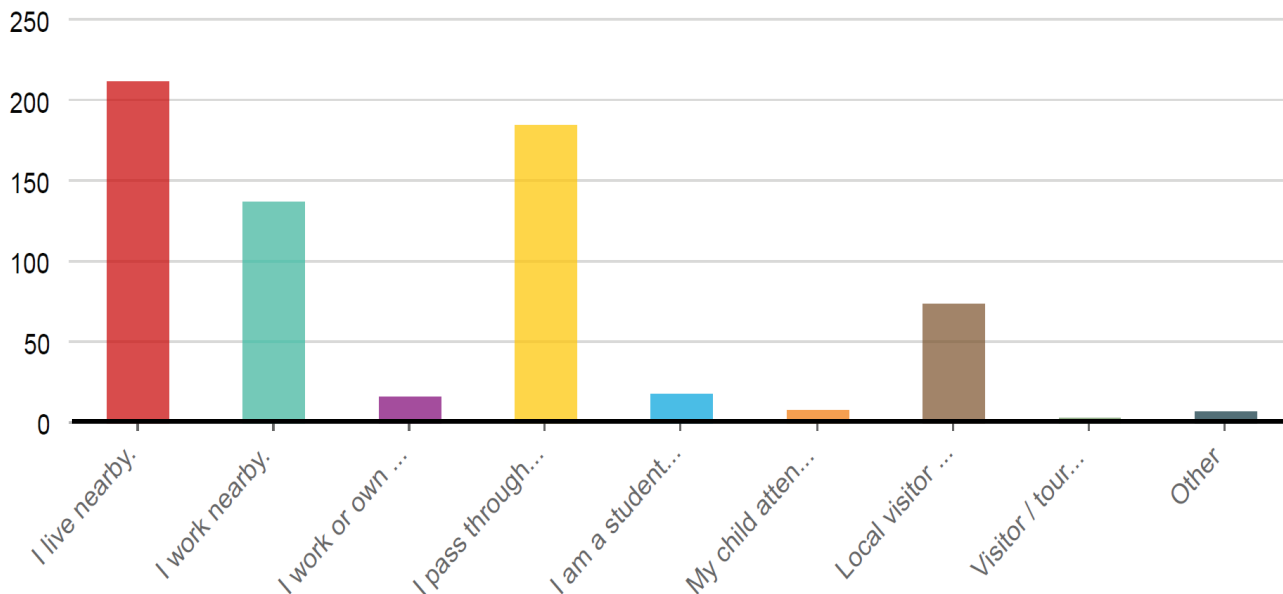


1st Ave N Reconstruction Project

Phase 3 Survey Results

Which of the following statements describe you the best in relation to 1st Ave N?



Answers	Count	Percentage
I live nearby.	212	59.55%
I work nearby.	137	38.48%
I work or own a business on 1st Ave N.	16	4.49%
I pass through here on my way to somewhere else.	185	51.97%
I am a student at a school or university nearby.	18	5.06%
My child attends school/activities nearby	8	2.25%
Local visitor - I am visiting from elsewhere in the city	74	20.79%
Visitor / tourist - I am visiting from another city	3	0.84%
Other	7	1.97%

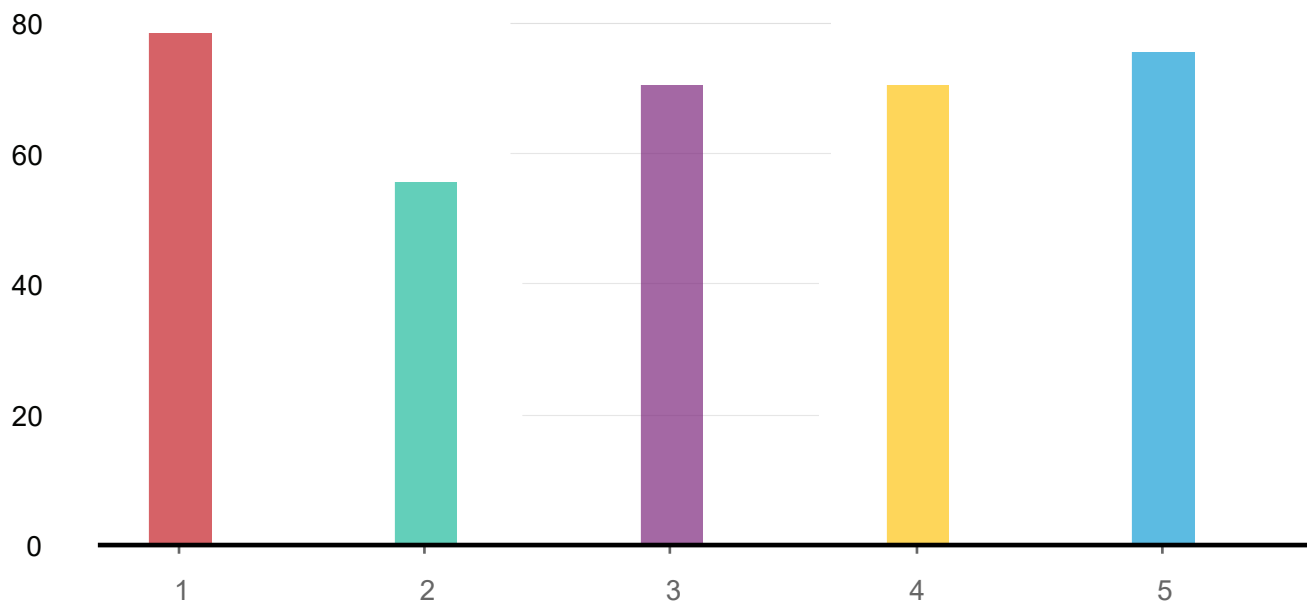
Answered: 353 Skipped: 3

Pedestrian Focused Street

How well do you think the following options meet the project goals of creating a pedestrian focused street?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 1: Two-way traffic with bikeway



Answers	Count	Percentage
1	79	22.19%
2	56	15.73%
3	71	19.94%
4	71	19.94%
5	76	21.35%

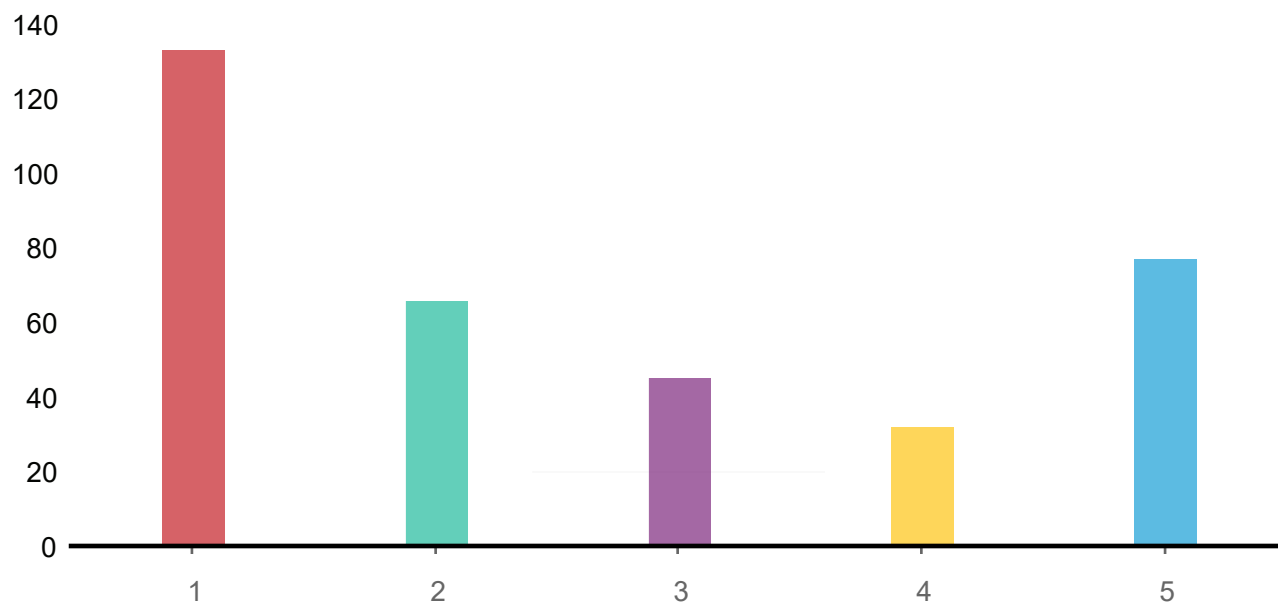
Answered: 353 Skipped: 3

Pedestrian Focused Street

How well do you think the following options meet the project goals of creating a pedestrian focused street?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 2: Two-way traffic without bikeway



Answers	Count	Percentage
1	133	37.36%
2	66	18.54%
3	45	12.64%
4	32	8.99%
5	77	21.63%

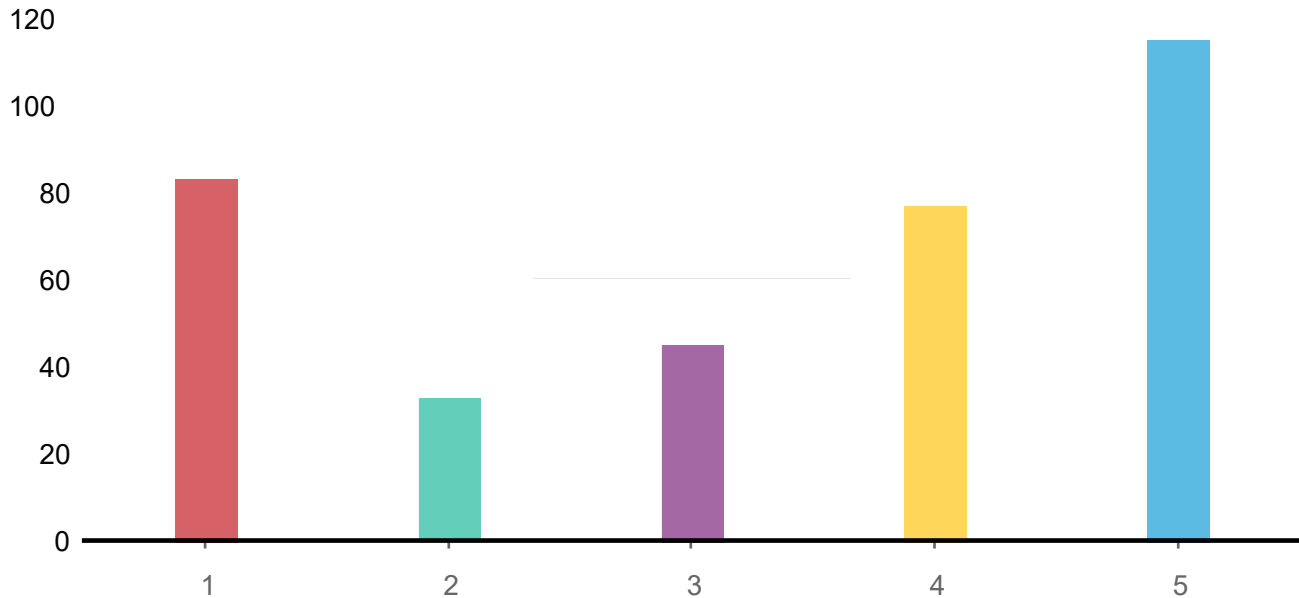
Answered: 353 Skipped: 3

Pedestrian Focused Street

How well do you think the following options meet the project goals of creating a pedestrian focused street?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 3: One-way traffic with bikeway



Answers	Count	Percentage
1	83	23.31%
2	33	9.27%
3	45	12.64%
4	77	21.63%
5	115	32.3%

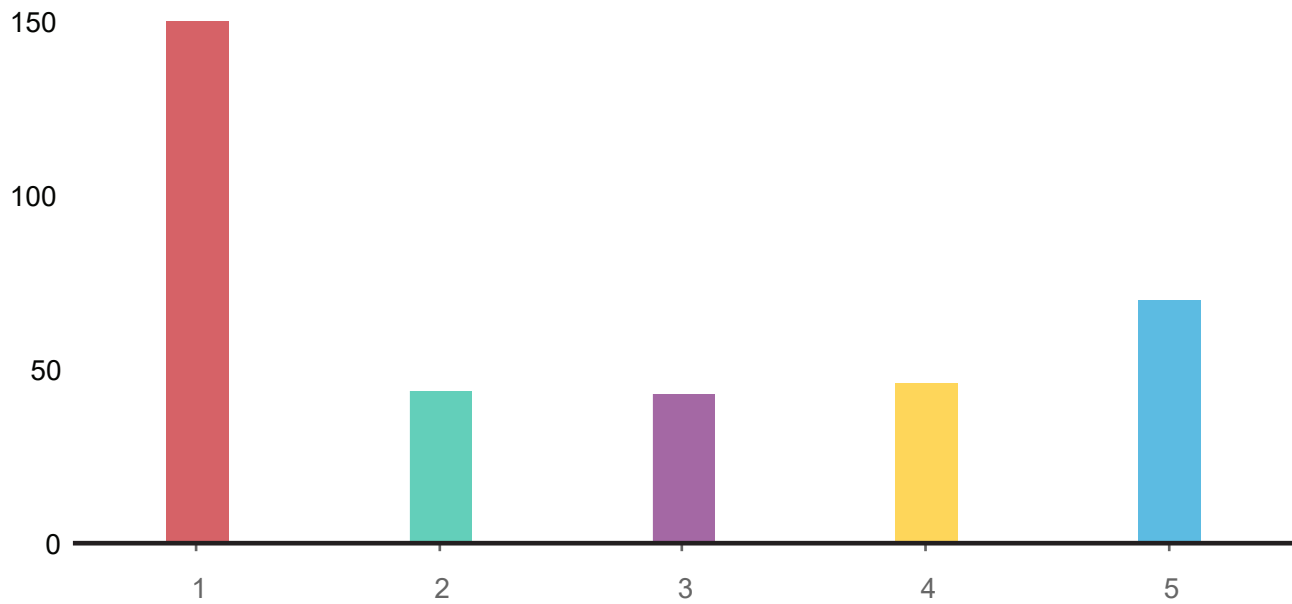
Answered: 353 Skipped: 3

Pedestrian Focused Street

How well do you think the following options meet the project goals of creating a pedestrian focused street?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 4: One-way traffic without bikeway



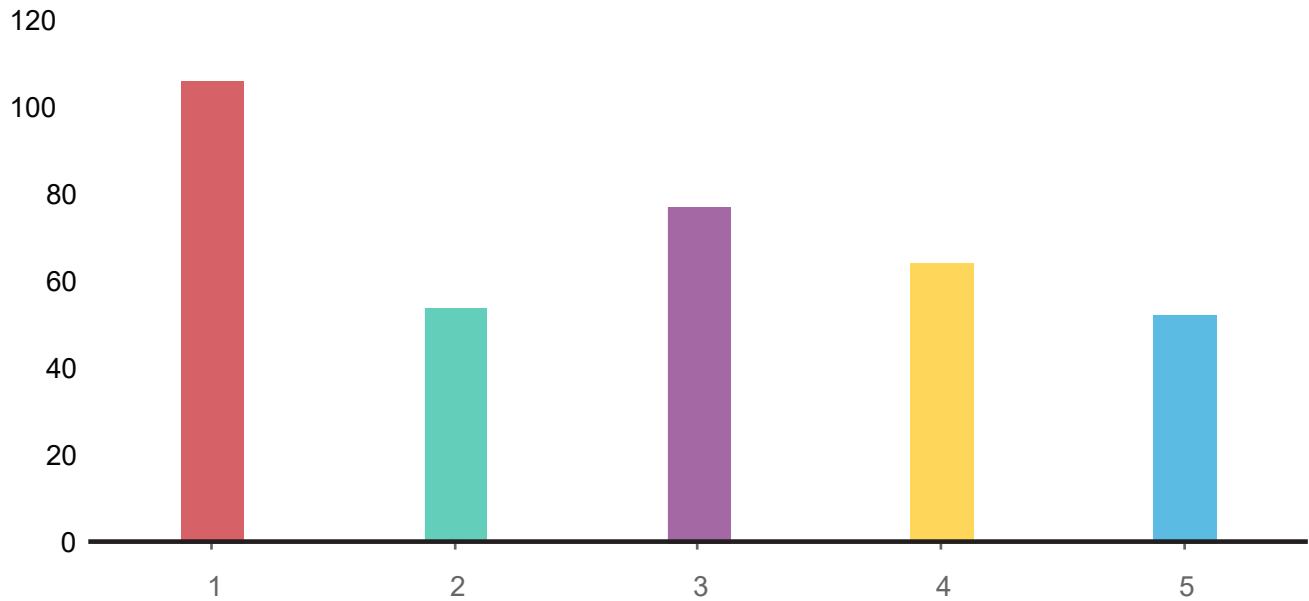
Answers	Count	Percentage
1	150	42.13%
2	44	12.36%
3	43	12.08%
4	46	12.92%
5	70	19.66%

Answered: 353 Skipped: 3

How well do you think the following options meet the project goal of greening the corridor?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 1: Two-way traffic with bikeway



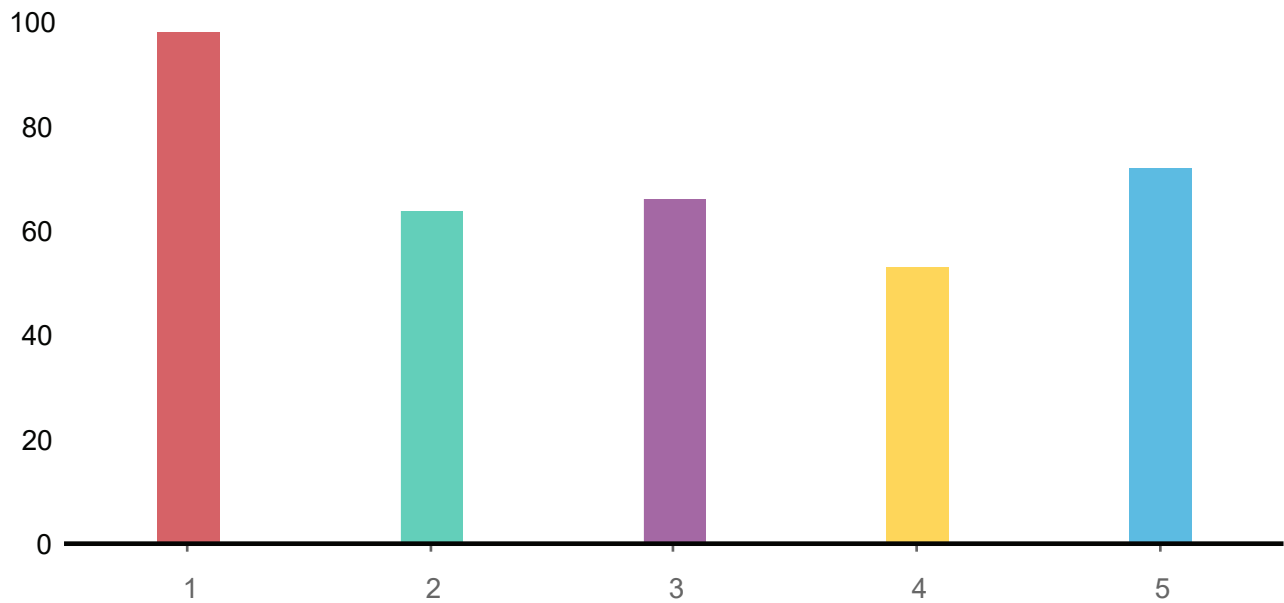
Answers	Count	Percentage
1	106	29.78%
2	54	15.17%
3	77	21.63%
4	64	17.98%
5	52	14.61%

Answered: 353 Skipped: 3

How well do you think the following options meet the project goal of greening the corridor?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 2: Two-way traffic without bikeway



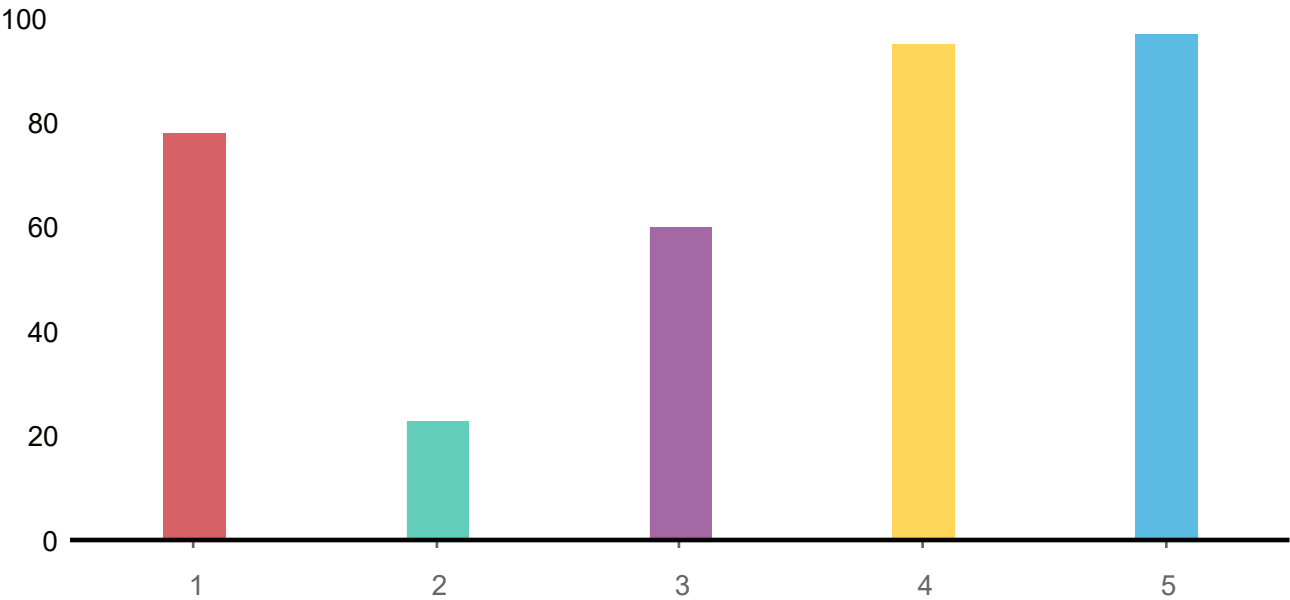
Answers	Count	Percentage
1	98	27.53%
2	64	17.98%
3	66	18.54%
4	53	14.89%
5	72	20.22%

Answered: 353 Skipped: 3

How well do you think the following options meet the project goal of greening the corridor?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 3: One-way traffic with bikeway



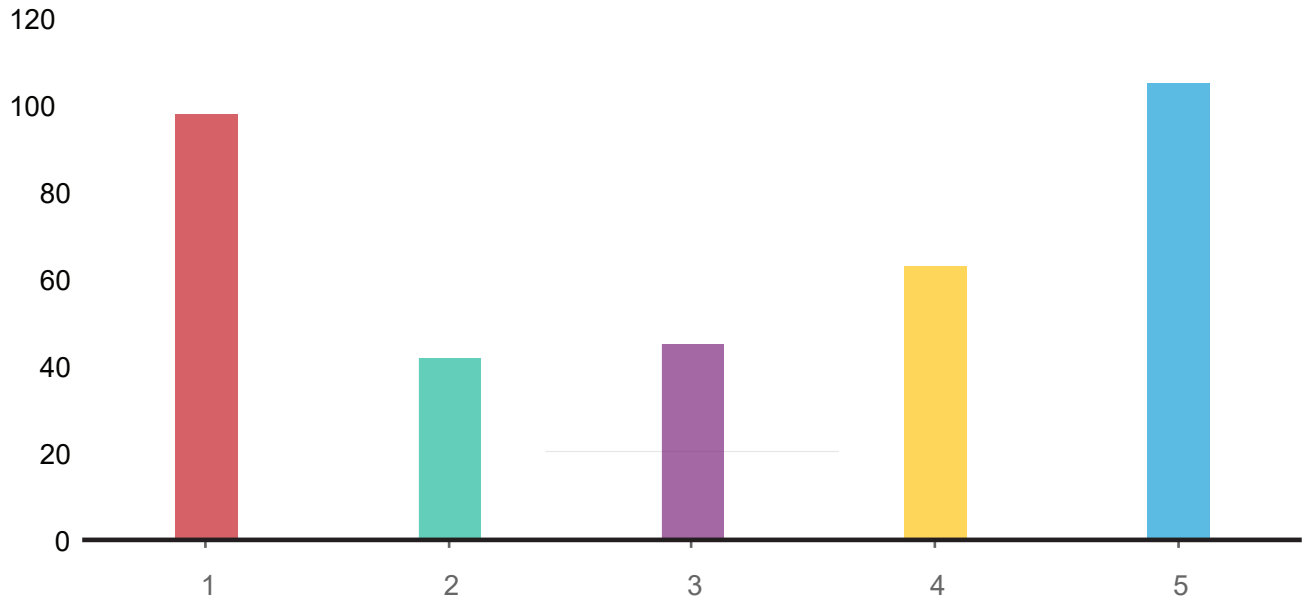
Answers	Count	Percentage
1	78	21.91%
2	23	6.46%
3	60	16.85%
4	95	26.69%
5	97	27.25%

Answered: 353 Skipped: 3

How well do you think the following options meet the project goal of greening the corridor?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 4: One-way traffic without bikeway



Answers	Count	Percentage
1	98	27.53%
2	42	11.8%
3	45	12.64%
4	63	17.7%
5	105	29.49%

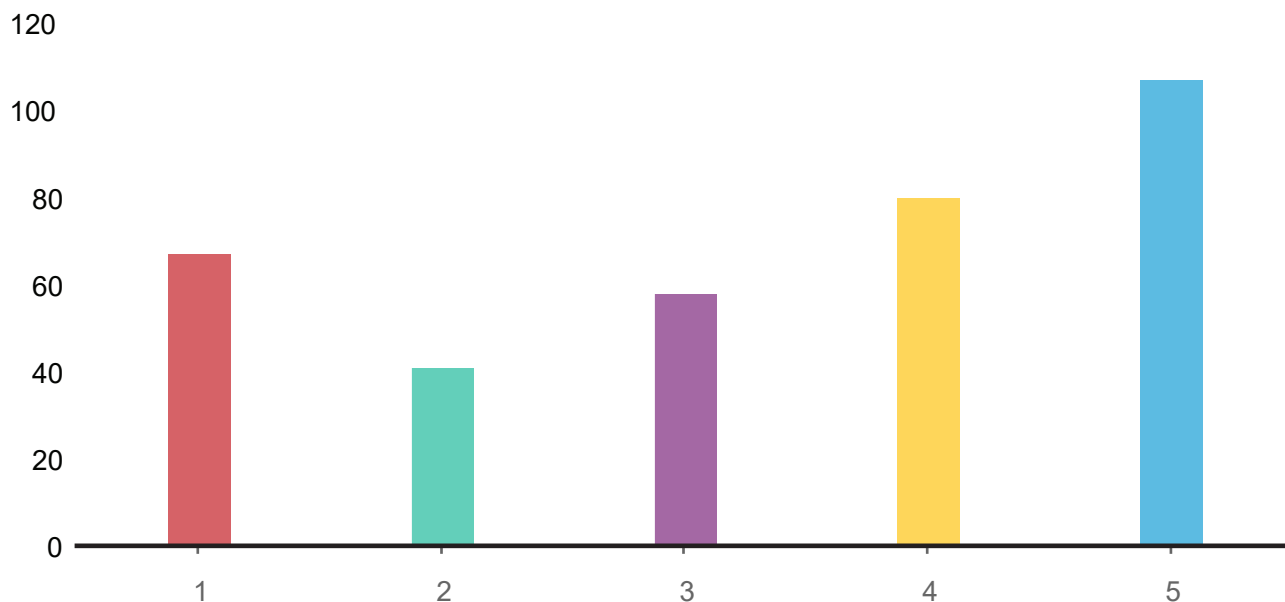
Answered: 353 Skipped: 3

Increasing access

How well do you think the following options meet the project goal of increasing access?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 1: Two-way traffic with bikeway



Answers	Count	Percentage
1	67	18.82%
2	41	11.52%
3	58	16.29%
4	80	22.47%
5	107	30.06%

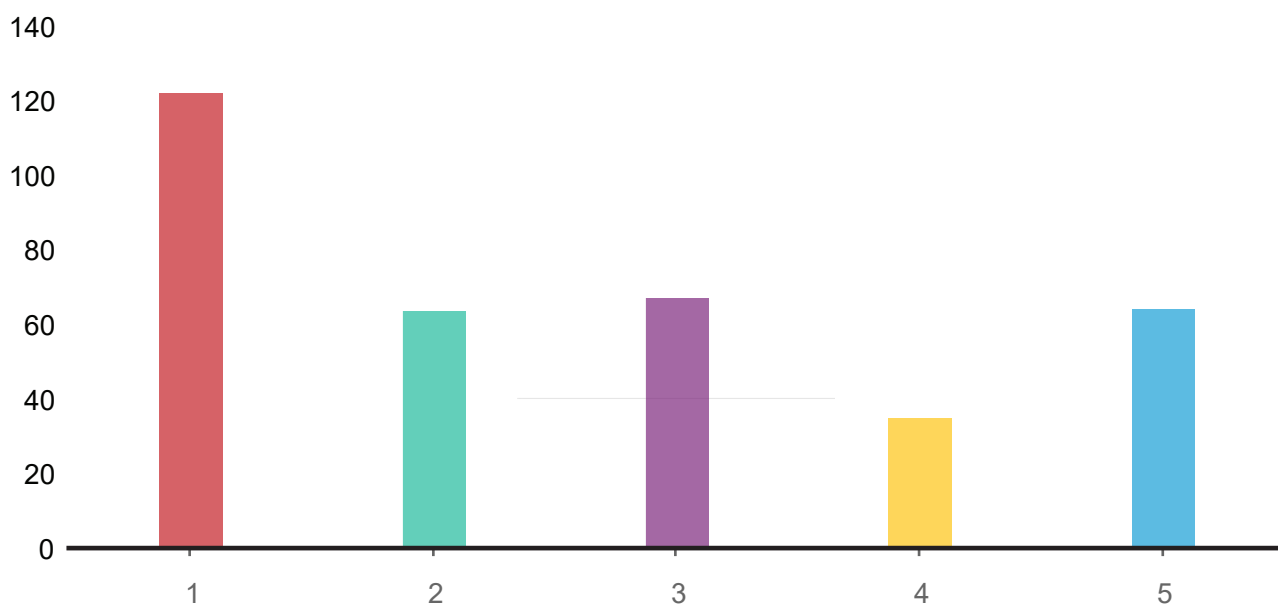
Answered: 353 Skipped: 3

Increasing access

How well do you think the following options meet the project goal of increasing access?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 2: Two-way traffic without bikeway



Answers	Count	Percentage
1	122	34.27%
2	64	17.98%
3	67	18.82%
4	35	9.83%
5	64	17.98%

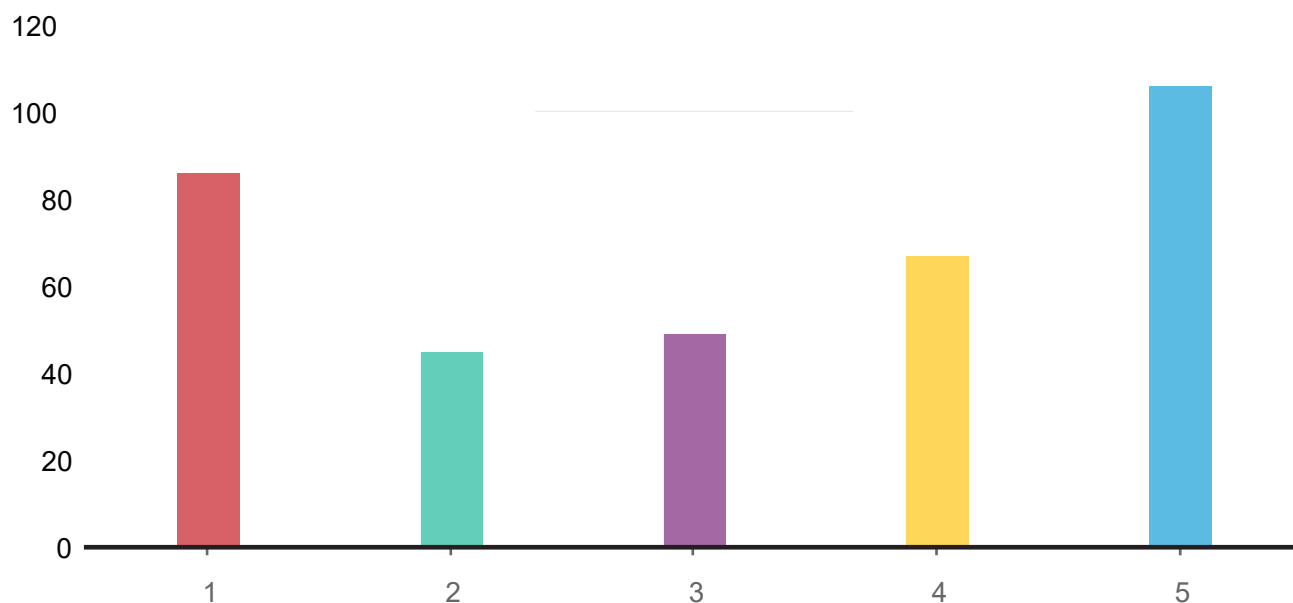
Answered: 352 Skipped: 4

Increasing access

How well do you think the following options meet the project goal of increasing access?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 3: One-way traffic with bikeway



Answers	Count	Percentage
1	86	24.16%
2	45	12.64%
3	49	13.76%
4	67	18.82%
5	106	29.78%

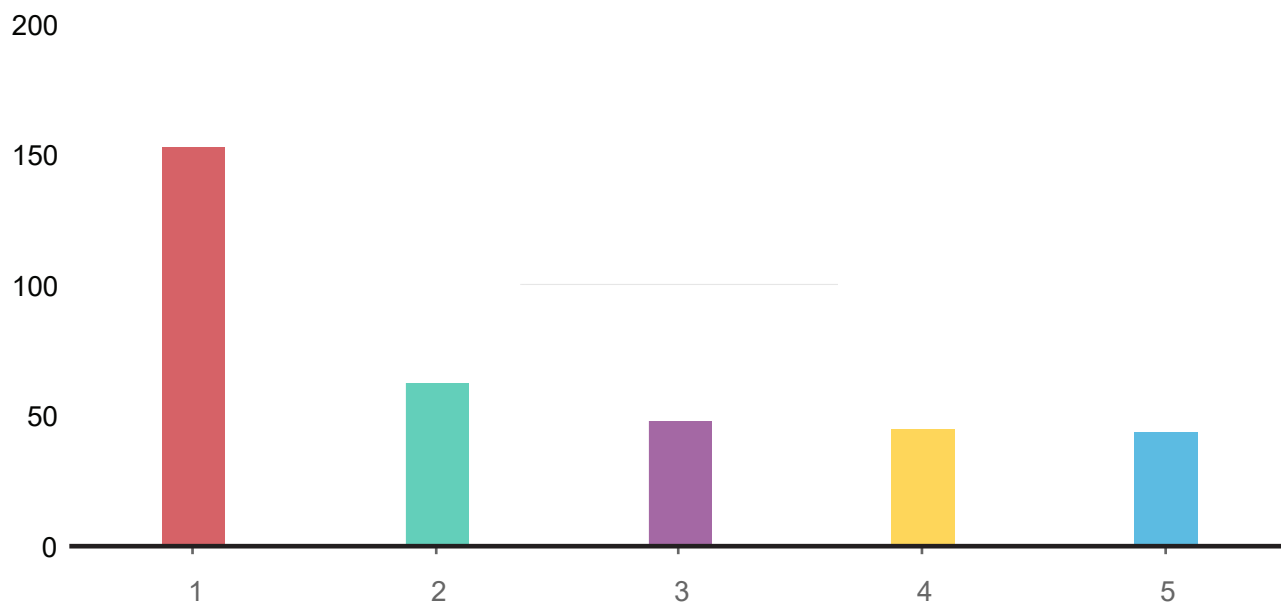
Answered: 353 Skipped: 3

Increasing access

How well do you think the following options meet the project goal of increasing access?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 4: One-way traffic without bikeway



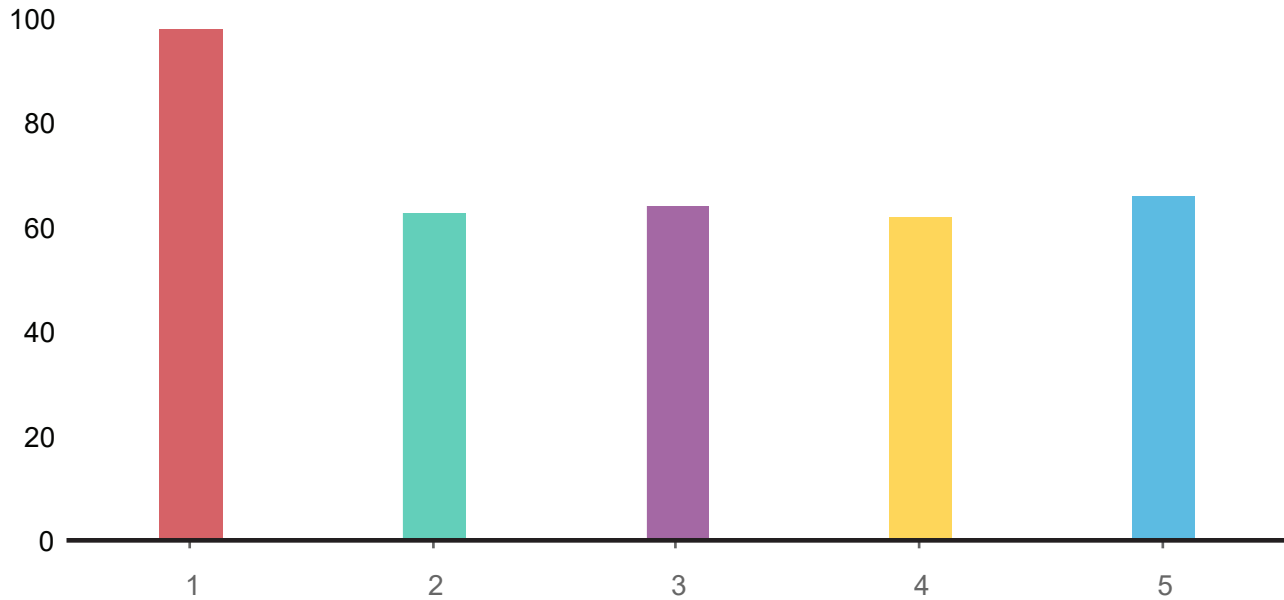
Answers	Count	Percentage
1	153	42.98%
2	63	17.7%
3	48	13.48%
4	45	12.64%
5	44	12.36%

Answered: 353 Skipped: 3

How well do you think the following options meet the project goal of supporting nightlife and event operations, neighborhood amenities, and creating an exciting destination?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 1: Two-way traffic with bikeway



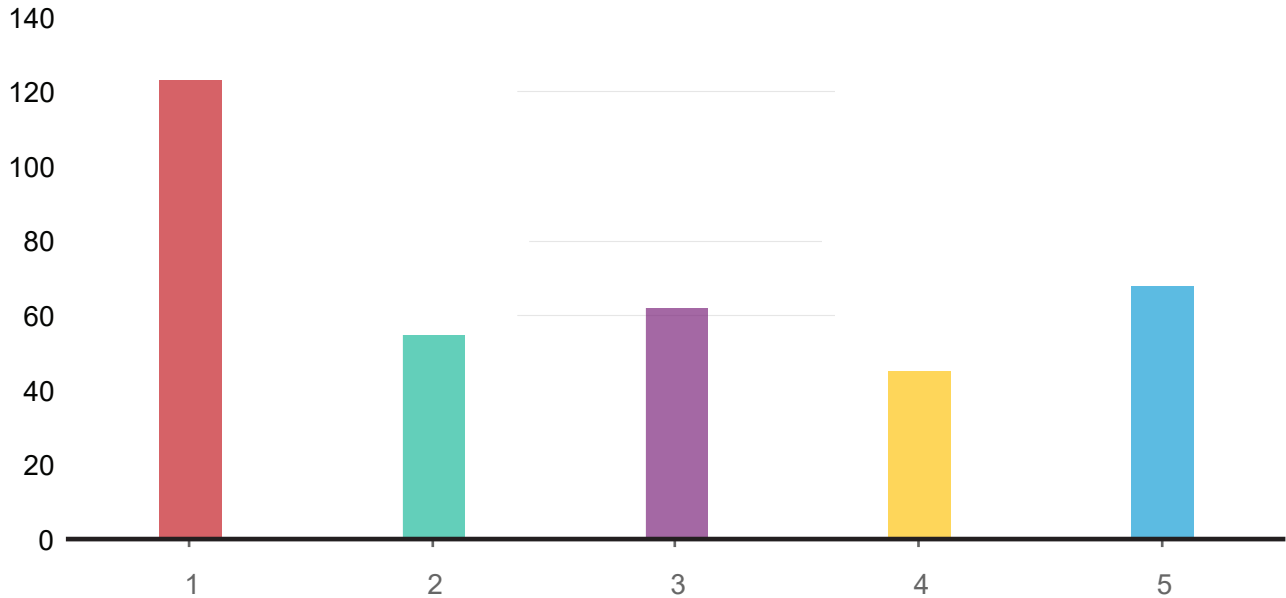
Answers	Count	Percentage
1	98	27.53%
2	63	17.7%
3	64	17.98%
4	62	17.42%
5	66	18.54%

Answered: 353 Skipped: 3

How well do you think the following options meet the project goal of supporting nightlife and event operations, neighborhood amenities, and creating an exciting destination?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 2: Two-way traffic without bikeway

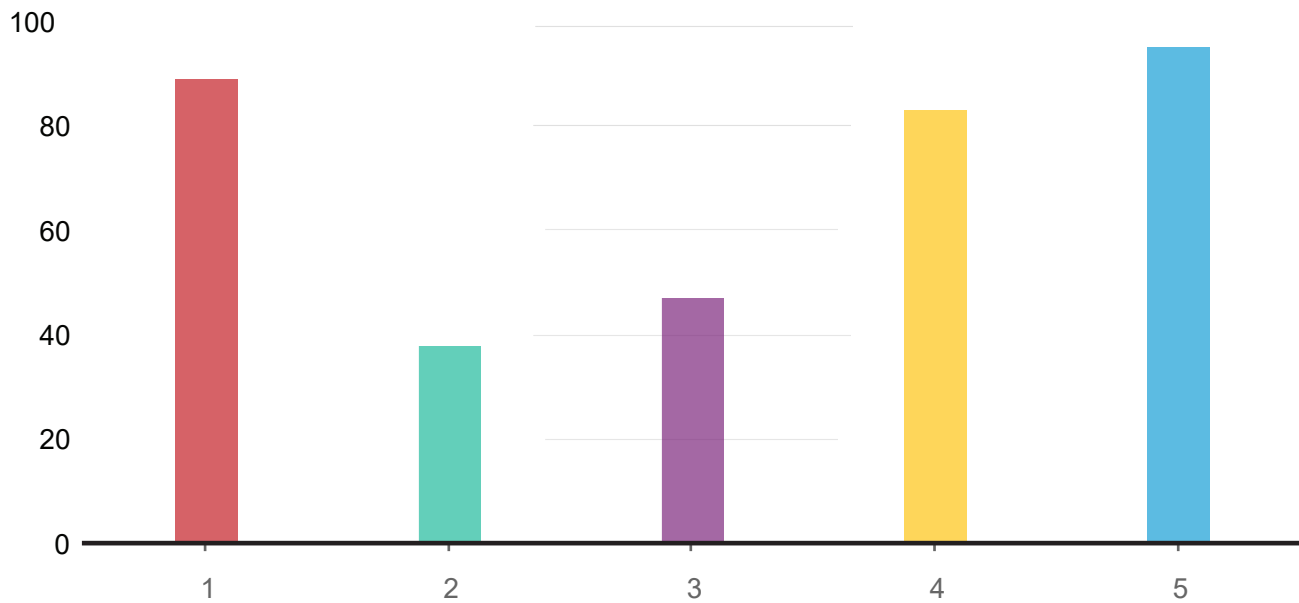


Answers	Count	Percentage
1	123	34.55%
2	55	15.45%
3	62	17.42%
4	45	12.64%
5	68	19.1%

Answered: 353 Skipped: 3

How well do you think the following options meet the project goal of supporting nightlife and event operations, neighborhood amenities, and creating an exciting destination?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 3: One-way traffic with bikeway

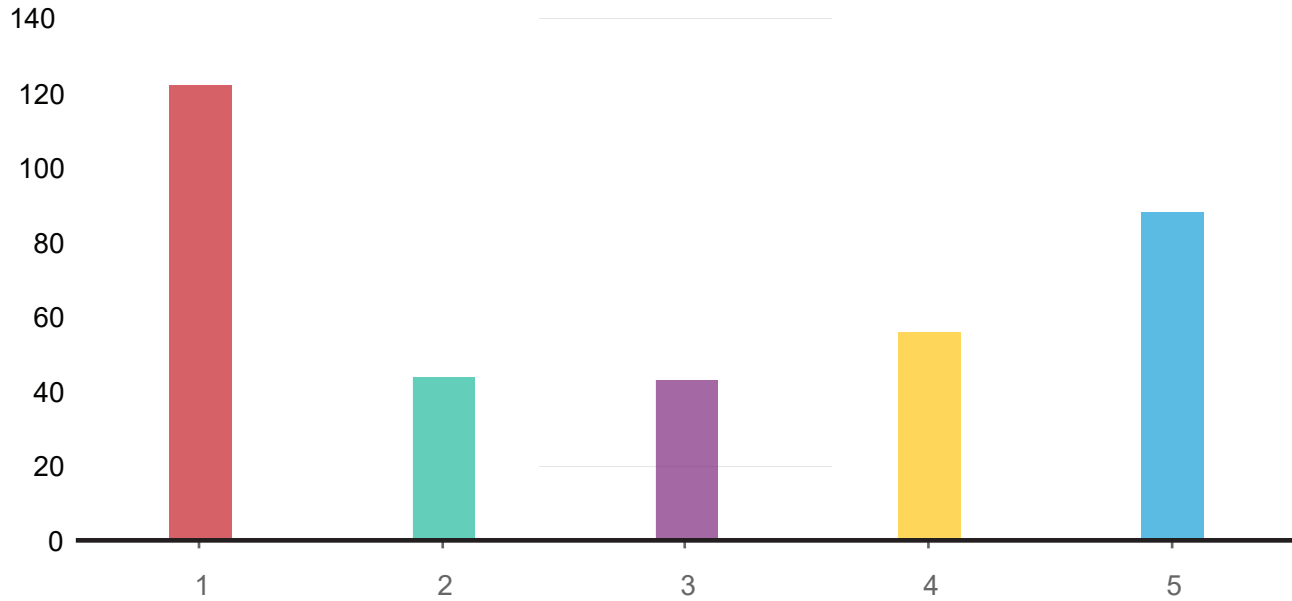
Answers	Count	Percentage
1	89	25%
2	38	10.67%
3	47	13.2%
4	83	23.31%
5	95	26.69%

Answered: 352 Skipped: 4

How well do you think the following options meet the project goal of supporting nightlife and event operations, neighborhood amenities, and creating an exciting destination?

Rank each option on a scale of 1 to 5 (1 = does not meet the project goal at all and 5 = matches project goal extremely well)

Option 4: One-way traffic without bikeway



Answers	Count	Percentage
1	122	34.27%
2	44	12.36%
3	43	12.08%
4	56	15.73%
5	88	24.72%

Answered: 353 Skipped: 3

What excites you most about the four options?

Excitement Themes	Counts
Excited about dedicated bike infrastructure	137
Excited about pedestrian space	72
Excited about trees and greening	57
Excited about street for people over cars	33
Excited for positive impact on corridor vibrancy	33
Excited for amenities & boulevards	29
Excited for outdoor dining & business activity in the street	26
Excited about no bikeway	24
Excited about one way traffic	24
Excited about positive impact on safety and traffic calming	24
Excited about better traffic flow and turn lanes	10
Excited about two way traffic for safety	9
Excited about parking for nearby businesses	6
Support for at least one block of pedestrian/bike only	6
Excited about curb management strategy - including loading, pick/up/drop/off	5
Excited about pavement/concrete condition improvement	5
Excited about infrastructure to support events and attraction to street after events	4
Excited to reduce street parking for better pedestrian amenities	4
Support for two way without turn lanes option	3
Support for bike lanes to operate as traffic lane or parking lane at night	2

Full Comment Results

Nothing really. Minneapolis is not Chicago, New York let alone a European city. Unless we can greatly improve transit options, a car is the easiest way to get around the entire metro area and to get to anything downtown outside of rush hours.

Promoting dedicated bicycle infrastructure.

Dedicated bike lane

The dedicated bike lanes.

Nice bikeways

Excited for more vibrancy on this corridor. Hopefully can learn from Nicollet Mall design mistakes to help inform 1st Ave design.

More amenities and outdoor dining

The two way bikeway and increased number of trees

Bike lanes

There needs to be safe bike infrastructure AND pedestrian space AND loading space. I like the options that balance all 3.

A more vibrant city and better night safety

I believe the bikeway is an important amenity, though I understand that curbside management is paramount for this project, including elements like loading at music venues, Uber/Lyft operations, and improving the amenity zone.

I am excited about having high quality walking access AND biking access to reduce personal vehicle flow through the area and increase space for people

The ability to reimagine the 3rd most important corridor downtown.

Continuing to build our city's bike infrastructure, where we are a leader in the country, should be a top priority.

More space for people and less room for cars

Additional bikeways. Lots of sharrow space right now.

Wider sidewalks, trees, green space, seating areas for restaurants.

Expanding pedestrian space

larger sidewalks than currently exist

PLEASE PLEASE PLEASE do not choose an option lacking a bikeway. That would be absolutely disgusting and disgraceful to the cities goals.

I am excited to possibly have another section of downtown accessible by walking or biking. I currently avoid that section like the plague due to it being extremely car dominated and inhospitable to walking and biking and scootering.

Green Space!

Option 4 - Maximizing space for pedestrians/dining/biking without taking up space by separating out those uses. Peds and bikes are good at communicating with each other - dedicated lanes aren't necessary, and this would be a great place to combine them.

Green spaces

Balancing out the needs of pedestrians, cyclists, and motorized traffic

Bike lane! Takes up less space than cars so more space can be dedicated for sidewalks and pedestrians

More space for dining/street level access

Bikeways

Bikeway, pedestrian and green space

Increased pedestrian space

bikeway

It is incrementally better pedestrian and social infrastructure.

Honestly, none of them. I would like for there to be a two way design without a center turn lane at least. A pedestrian/cyclist only option would be a good pick, even if it was only for a single block of the design.

One way traffic

Getting rid of street parking in favor of green space and patio areas.

Nothing

Converting it to a one way makes it easier for pedestrians

One way traffic with a bikeway most optimizes the space

Off street bike infrastructure

Increased green space and room for people to be present downtown

Potential for making the street more walkable and vibrant

Bike lanes

Really none of these are very exciting. Just make a pedestrian plaza. No need for cars.

More boulevard soace for pedestrians coupled with two lane drivers to avoid speeding that one way often brings

Bike paths

Refresh

I like the bigger sidewalks and more space for outside seating

I appreciate the opportunity to provide input and for the city to consider options such as one-way street options to open more space for non-vehicle traffic. I'm most excited about the separation of pedestrian walkways from roadways in all options!

Way less space devoted to cars and more to people vs existing conditions but none of them go far enough.
Wider sidewalks and designated protected bike lane
More space for pedestrians in a commercial downtown area.
I like the inclusion of bike lanes
I'm excited to see more walking and biking options!
A better bike path than exists today. Better pedestrian experience.
Removal of lanes and parking spaces
An alternative to biking on Hennepin Ave, which can too busy and dangerous for cyclists
needed update
A bikeway and furniture space if you cut out the turn lane
Dedicated bike lines that keep cyclists/scooters away from pedestrians. I understand why people ride these in the sidewalks seeing how chaotic cars are, but as a pedestrian I'm tired of being caught off guard by cyclists while I'm walking.
The bikeways, it is so much safer as a cyclist and a pedestrian to have them.
The bikeway
Returning 1st Ave. to a one way. It worked well, and then it was turned into a two way and it became a confusing mess with lots of parking confusion, bicycle confusion, and increased traffic that slowed everything down to a crawl most days.
Bikeways!! With transit and bike lanes, we don't need cars!
Dedicated bike lanes
I like the idea of one way traffic with bikeway because it provides a safe place to bike while also maintaining a good amount of space on the opposite boulevard.
That we are considering NOT having to have bike facilities EVERYWHERE - there is good facilities for biking on Hen
Greening and bikeway
Wider sidewalks and on street dining options. Also more green!
A protected bike lane and wider sidewalks
Bike lane
Concrete and asphalt replacement
Bike lanes and green space
Love the idea of expanding the area for businessess to put tables and have events
I really believe the having a bikeway is essential for helping the area grow
Both bikeways and boulevard space will make the street more pleasant
Bikeway
Protected and grade separated bike lanes to increase safety. The current bike lanes are dangerous to use due to all the parked cars
Bike lane!
Bike + Pedestrian access
Bike lane and bigger boulevards
Creating more space for pedestrians and businesses
Getting rid of some cars.
The improvement of the pedestrian, bike, and micro mobility environment (the human environment!) is very exciting. Reducing through-speed for cars is a no-brainer here and is great to see!
Not much, really, they're all pretty bad options.

dedicated bike lanes with green cover is a strong win for everyone. The reduced car traffic enhances the street experience for dining or other activities. Bike lanes further increase separation from traffic to the sidewalk.

More bikeability

They're options

I'm excited for more greenery and a more pedestrian oriented infrastructure

Everything

Reco figuring the road to make a better nightlge experience

Bigger sidewalks

Bike lane

Option 3

Bikeway

I have a small child and I would appreciate a bikeway that will allow me to take her to daycare

Green space, bike lanes, options to shut down for events

Less car traffic and safer space for pedestrians

Safer biking options, especially during high traffic sporting events.

.

More great routes for bike and pedestrian

bike space

Reduced space for private cars would make for a more inviting street I would want to visit more. A two way bikeway would be very useful for travel to and from destinations on the corridor. Increased pedestrian space and outdoor dining space is good.

Potential bikeway

It still needs to be a functional road. Keep bike lanes on one side; splitting them to each sidewalk is miserable (Hennepin is a failure. It's horrible)

Potential to improve the vibrancy of the street

The increased pedestrian space

Bikeway and Greenery.

Bike way!

Having dining on the street and slowing down traffic.

grade separation for other modes

Opportunities for outdoor restaurant dining and traffic calming

Bike lanes! One way street to minimize traffic congestion

Separate bikeways.

Outdoor dining

Separated bikeway. I bike down this stretch multiple times a week to go to concerts or sports to avoid traffic and find easy parking, but there is always someone parked in the bike lanes, and people entering and exiting rideshares.

To hopefully make the area nicer and safer

Honestly none of them are very exciting. This is more of the same thing that makes downtown boring. Take a risk and design something amazing for the city.

Protected bike lanes

Having a cycling connection that ties the river to downtown. More attractive space for socializing

New pavement

1st Ave N feels well suited for a one way

More greenery

A nicely remodeled street
I think setting 1st Avenue up as a one-way would allow us in the future to revert Hennepin back to a one way.
Bikeway and trees
Ability to maintain two way vehicle traffic and separate bikes from vehicles.
Making it more green and pedestrian friendly.
Getting some trees back into downtown.
More pedestrian space and less car traffic for all options.
Lots of storefronts on 1st Ave and making this a better space for people vs travel
Less space for cars and more for pedestrians and cyclists combined
I like that pedestrian access seems to be favored over both cars and bicycles
J
More sidewalks and green space. I bike on Hennepin already
Bikeway option and increased green space
I like Options 2 and 3 best.
Adding in a dedicated bikeway for my neighborhood
Will make the area more walkable and pleasant
More space for pedestrians, trees, and amenities.
Bike lanes and more pedestrian zones
More sidewalk and boulevard space
Bike lanes
More integrated bicycle infrastructure, more greenery.
Don't use the word excite, you're creating hyperbole
One way traffic without bike lane
A new safe bikeway! Hopefully slower cars and shorter crossing distances
Nothing
slower and less car traffic, more space for pedestrians and bikers
Having a bike lane.
Getting 1st Ave back to one way car traffic but adding bike lanes while greening up
Prioritizing bike/ped and destination with boulevard space
One way with bike lane seems like the best option for pedestrians, bikes, and events.
The possibility of making this corridor more pedestrian friendly, and easy to navigate without owning a car (and decreasing fears of being hit by one as a biker/pedestrian)
Walkable place that is a true destination and people want to stay around after events
additional bike options on a less busy street and better greenery
Getting some greenery downtown
Not a lot of uniqueness to be excited about. Does traffic volumes really indicate need for left turns?
More green space and a bike lane
Facelift and trees
Bike lanes
Creating a uniform look to the area that has more room for pedestrians and less room for vehicles.
Improving the existing bike lanes to a protected bikeway
A revived corridor, new sidewalks, and trees. Small hubs of furnishing and open space will be good.
Bikeway
Bikeway for daytime, become parking at nighttime.
All increase accessibility, greenery, and reduce car footprint.

Creating safer bikeways and walkways
nothing
The potential of having a bike lane on 1st Ave, increasing people's ability to use micro mobility.
bikelanes
creating a multimodal street that creates equal and safe access for all variety of people coming to the area
Option 3, one way with bike lane
Two-way traffic plus bike lanes
Potential for more green space and pedestrian friendly area.
More, separated space for people walking and biking
Having a non-business outdoor space near the stadium
Green spaces
Having a wider boulevard seems exciting to accommodate more modes of non-car transportation and allows for gathering, as long as programming can support that.
To see one way traffic return as an option, short term parking and options for loading zones, flex space and possibly valets or drop off zones, increased sidewalks, better lighting and finally no bike lanes
The bike lanes for some, and just the idea that the area can get a fresh reboot
Bikeway
Repaired street
More green space, better walkability, less car movement
More accessible for bikes /pedestrians
Trees
Providing more green space, community space
Option 3: one way traffic with separated bikeway, it is the option that compromises equally to make all categories equitable
No bikeway
Pedestrian space with trees for outdoor dining
Take it back to one way traffic
No bikeways.
Bike accessibility and pedestrian focused streets
Two way traffic with bikeway will be safest for all users of 1st Ave. Bike lanes make streets safer for pedestrians, cyclists, and drivers.
Separated bikeway
Lots of pedestrian space, especially without bike lanes. Were well served with bike lanes on nearby streets.
I am a biker but I am ok with this project not including a bike lane if it means there will be more space for street dining and walkability in the Warehouse District. My philosophy is that we need more foot traffic and vibrancy on the street level downtown
Room for flow for traffic
The option for a pedestrian/business/event focused boulevard, kinda like what they wanna create on Nicollet, but for 1st Ave.
Reduced car traffic
Increased vibrancy of downtown Minneapolis through increased accessibility (especially via alternative transportation) and infrastructure that better supports events (both large-scale and smaller closures/pop-ups).

Needing a safe way to navigate down 1st Ave for both cars, pedestrians, and bikers and still promote a space that looks inviting with greenery and areas set aside to sit at tables outside clubs etc.

#3 and #4 potentially better traffic flow

Bikeability and more tree cover!

No bikeway

Redo of the street w/ more greenery

Bike paths

Turn lanes - 1st is a nightmare without them.

Redoing the street as a whole

Bikeways

Bike lanes!! We should be the city of bikes, and building more and better infrastructure is the only way to do that.

I think 1st Ave North is pretty fine now. Please don't speed much, and the bike lanes are great. I'm not sure why you're considering a redesign, but the idea of more boulevard space for seating is nice.

Improved visibility, accessibility and use of bikeways

Updated and green infrastructure

I love the sidewalk space and can imagine how much livelier it will feel.

Liking the one way with bike lane

Increased density of bike path network; lessening car traffic and reckless driving

Now one thing you guys are complete morons

Bikeways

No expansion of space for cars

New city feeling adding a sometimes questionable road way

opportunities to limit car traffic and favor pedestrians and bikes

Having dedicated bike paths and intent to green the corridor

Honestly all anyone wants to ease of flow downtown.... Not only for bikers but for all! Bikers can use the roads and honestly can only use the bike lanes half of the year...

Less parking , no stopping, thru only

Greening our public spaces and creating safe, vibrant areas for people to walk

Easier access on 1st ave

The dedicated bike lanes but also space for outdoor dining and entertainment

Safe bike access

More pedestrian and bike access

More trees!

Reopening the street

The ability to have several options for access to businesses here.

Bike lanes , reducing auto through traffic

Greening the space and allowing for more human space (as opposed to car space)

Outdoor seating to bring back restaurants & guests

One way traffic flow/ reduced emphasis on driving downtown.

I fucking hate single lanes and bike paths no one uses.

Sounds like better bikeways are being built.

Not having a bikesay

None

bikeway

Keep existing situation

Nothing!
Trying to clean up downtown
Continuing to have a bike safe lane.
Nothing. These surveys are a joke. We all know the city does whatever the bike advocates cry about.
Less focus on cars, modal shift will happen
Not much
Green space, less cars
Bike lane, green space, fewer traffic lanes
No Bikelanes, all ready have hennepin ave, wider sidewalks no parking on 1st ave
Nothing
I think having a much more pedestrian orient street sounds great. Let's reduce the space for cars and give it back to people and bikers!
The protected bikeway
Options with more greening and reduced pavement even if it means no bikelanes.
more bike ped access
Bikeway addition, boulevard amenities
There may be an opportunity to make driving and walking safer if there is no bikeway. It is a heavily trafficked area and bikes and scooters present a danger to themselves and pedestrians.
Keeping the traffic moving
The option to access businesses by bike.
The ability to move traffic through downtown and actually have PARKING for nearby businesses. We are driving people to the suburbs with lack of retail parking. You have already killed Uptown. Please don't do that to downtown too.
Not much
option 3
Better walking
The trees and the pedestrian walkways.
Replacing the road
Two lanes is a must
Side walk and greening
workable vehicle management - no bikes - room for folks on foot
Bike and large sidewalks
Sidewalk space better traffic flow removing non used bike lanes by night. Adding greenery
more sidewalk space for day and night time entertainment
No bikeway
Going 2 way will slow traffic down!
Street level parking, for ease of access to businesses
No bike lane options
More greenery and sidewalk dining
Nothing! They all stall traffic, The biggest concern is reducing ANY traffic movement/area. I have lived here for 30 years and am also a biker. And the continuing lesson of auto lanes is ridiculous. This is coldest state stop trying to get rid of auto's!
Two way traffic with parking. No wasteful bike lanes. No one uses them. Quit wasting money on bike lanes.
Nothing
Having extended sidewalks for patios and ample walking and meeting space.

More greenery. Pretty dull street right now.

More walkable space

Dedicated bikeway.

Little. Cars should take precedence over bicycles on 1st Ave N. I write this as an avid cyclist. When Nicollet Mall becomes a destination for street side dining let that suffice.

Nothing honestly. I want a bike lane on both sides of the street how it is now. I hate biking on the wrong side of the street

Bike lane

Its new

I would like more green space.

Better sidewalks with two way traffic

Trees are nice.

No more bike paths! Get real!

Nothing!!!

Potential for more pedestrian space

No bikeway

Nothing

I dislike all options - bike lanes poorly marked from pedestrian walking spaces are dangerous for bikers (see Hennepin's remodel - peds are always walking in bike lanes)

No bikeways. We do not need unused road space for the occasional brah.

Space for pedestrians and micro mobility

A bike way

Really making it pedestrian and crowd-friendly vs the concrete slab it is now

That the city is actually asking for comments.

I work In the area so I am glad there is interest in making this area more attractive to people.

Turning it back to one way like it used to be now with bike lane.

Extension will bring more room for pedestrians and vendors

Maintaining two-way traffic. Ability to expand outdoor amenity space for businesses.

Option 2 allows for the best traffic flow and environment for all users.

The concept of giving public right of way to people rather than vehicles.

The opportunity to remove some car traffic and increase pedestrian/bike amenities, as well as improving the aesthetics of the roadway

Bikeway

Streetscape/greening of space

Trees. Global climate change is here, and Minneapolis isn't doing much.

updated look and more green

Oppose bikeway completely

I think one way traffic would make this street safer for pedestrians and cyclists as well as people just visiting for nearby large events

Green Space and amenities

more room in option 2 and 4 for events

They're all wrong

Increased focus on pedestrian. Increased outdoor seating for restaurants.

The most walkability excites me

the reduction of vehicle space as much as possible and increase for pedestrians

I disagree with the premise of the redesign.

Increased space for amenities like restaurant and bar patios

pls now exciting wholesome.

People don't know how to drive those e-scooters and I need a bike lane separate from the side walk so the e-scooters don't run me down as a pedestrian

Traffic calming and better access for more forms of travel

Having bike lanes on a one way street seems like the most safe of all the pedestrian focused options, plus getting rid of the excess turn lanes because it's a one way could help with traffic

I think any additional bikeways in the Twin Cities will just increase the identity of the area and the people

More attractive gateway to the city and venues

Wider sidewalks

Increased sidewalk space, walkability, landscaping/greenwery, MORE PATIO SPACE

One way with bike lane preserves multi-modal transit while also keeping lots of flexible pedestrian space

New destination for downtown

Better biking infrastructure

I think we need more green space and pedestrian focused options. We have to make changes to how we live. The comments section full of people saying Minneapolis is a hellscape are not the voices we should be considering at all.

A more enjoyable "sense of place" that everyone can enjoy.

More green.

Enhanced boulevard space!

Less traffic, more trees for shade, seating areas

More space for socializing and riding along the corridor

More trees and greenery and the bikeway

Two lanes with a bike lane

I loved it when 1st Ave was one-way and was sorry to see it go. This could return it to that time.

Expanded patio for restaurants, walking and biking options

The improved bike facilities

I'm lukewarm on these options. The wider sidewalks and two-way safe bike option are nice. I feel misled by the earlier engagement rounds which promised a pedestrian focus. These options don't do anything transformational except slightly bigger sidewalks..

I'm very excited to see 1st be more inviting as a place to hang out at!

The improved look and feel of 1st Avenue.

Protected bikeways and increased greenspace

Expanded restaurant/sidewalk space and greenery.

Option 4 meets the needs of the project and does not add additional space and cost for bikelanes that are only used a very small part of the year.

What concerns you most about the four options?

Concern Themes	Counts
Concern about not including a bikeway	65
Concern about too much space for cars with multi-lane road plus parking	47
Concern about bike facility	45
Concern about one way traffic due to speed and safety	33
Concern about increase in traffic congestion	25
Concern that all parking will be eliminated or insufficient parking will be provided	23
Concern about traffic safety	21
Support for pedestrian only design with local traffic access (no thru)	18
Concern that pedestrian experience is compromised by parking and driving needs but is pitted against bike facility.	15
Concern about lack of greenspace and amenities, too much concrete	15
Concern about two way traffic, less space efficient and less safe	14
Concern about traffic diversion to other streets without subsequent benefits	12
Concern about construction timeline and impact on businesses	11
Concern about lack of public involvement or justification for project overall	10
Concern about pedestrian-car conflicts and support for less traffic and less curb cuts	8
Concern about traffic congestion from uber drivers and during events	7
Support for two lanes with no turn lane	6
Concern about insufficient walkability	6
Concern about vehicles ruining the outdoor dining experience	5
Concern for lack of outdoor dining and other space for activations	5
Concern about maintenance of greenspace	4
Concern about pedestrian-bike conflicts as peds cross bike lanes	4
Concern about homelessness	3
Concern about wasting space on trees	3
Concern that flex space would be made unusable when separated from the sidewalk by the bikeway - needs more thoughtful design	2
Concern about accessibility	2
Concern about impact on existing trees	2

Full Comment Results

Mpls does NOT need another one way street. We tried that with N 1st Ave from 1980?-2010? While I hate to admit it, we do have bike riders and they're very vocal So we need to include the bike lines in any scenario.

No bike lanes.

Worried all of these options will increase traffic congestion

The options without bike lanes.

Possibly no bikeways

Options with no bikeway would make things rough for pedicabs.

Traffic congestion

The left turn lane on the two way options seems unnecessary and takes up too much space

Losing bike lanes

Not having bike infra is bad! Not having enough boulevard/ped space is also bad (first option seems to be worst). Consider making it a fully raised shared street—better when used for events and truly shows peds are focus.

More vagrancy

What is the justification for more radical changes to the current layout, i.e. turning it into a one-way street? Is anyone in particular asking for a one-way street?

I am concerned that parking and accommodating motor vehicle needs (beyond what is required by the fire department for emergency) could be favored over bicycle access, while being framed as better for pedestrians and green space, reducing sustainability.

Bike Lanes basically make the Flex space unusable. Might as well call it Dead Zone instead. The options only look at things in plan view. This is our entertainment corridor. We should be looking at the whole envelope of the street. Generate excitement

Options that do not include a bike lane are a missed opportunity. I think two-way traffic is also less space efficient and less safe than a one way.

There is an option that keeps two way traffic but does not add bike infrastructure

More one way streets is not the answer. They increase traffic speed.

Too much space used by traffic, cars, and bikes.

The options of either expanding the car travel lanes or converting to one-way as the only way to maintain the current number of lanes. Is there no option to preserve two lanes or reduce it to one lane one-way?

Too much car space

It is extremely concerning the city is even contemplating something lacking a safe place for pedestrians and bikes/scooters.

I am concerned about the options that would continue segregation by design. Please choose an option that is micro mobility friendly. I am semi disabled and consider that section of downtown off limits due to safety concerns

lack of green space

Conflicts between automobiles and peds. Minimizing the amount of traffic (move to Hennepin) and curb cuts where possible seems prudent.

Traffic backups

Accommodation of some street parking is needed

On street parking. This will block vision and the space for pedestrians who are trying to enjoy businesses.

Traffic safety

Lack of bikeways in some options

How much space we give to parking and driving cars

I really don't think we need a definitive car space. This should be pedestrian only with bollards put up for occasional local traffic to access the area the way they do it in Europe.

bikeway is best!!

It is just incremental improvement of pedestrian and social infrastructure. A missed opportunity to pedestrianize a street level corridor with dynamic mix of spaces and businesses that could sustain more commercial and cultural activity.

Lack of vision, they all seem to be rather similar to each other and giving so much of this entertainment district space to cars feels like a missed opportunity.

I'd like to see space for restaurants to have outdoor patios. This is part of any vibrant city.

Continued prioritization of vehicle-based traffic over other transportation methods.

Congestion diverted to surrounding streets for no real benefit

Keeping it road way anyways with such large amounts of foot traffic

Not adding a bikeway doesn't make sense as an avid biker

One way streets tend to encourage speeding drivers

Dangers that cars cause. Forcing a tradeoff between bikeways and pedestrian spaces

A lack of walkability with some of the options

Continued focus on cars. If I could pick no cars and just bikes/pedestrians I would pick that every time

The city is focusing too much on cars on area that should be fully pedestrianized.

One way may lead to increased speeding which will make the area less safe for pedestrians even with wider boulevards

Nothing

Confusing

The cars ruining outside dining. There's too many people with loud vehicles downtown that make being at street level miserable.

While I appreciate the space the one-way options provide, the biggest concern I have is impact on traffic in nearby roadways for traffic in the opposite direction. More one-way options downtown are great if they can avoid overloading other avenues.

With examples of cars driven into crowds and buildings, it needs to be physically impossible for that to happen. Limit private vehicle access as much as possible. Retain bike/walk/ADA/emergency/service access only.

Until car traffic is reduced any outdoor seating will be compromised by the noise pollution

1 way roads that reduce pedestrian safety compared to two lane bi-directional roads.

Keeping multiple car lanes (either one way or two way)

The only concerning thing is the two lane roads. That's a LOT of traffic, it should be designed more for pedestrians.

That the city continues to pit green space against bike space while ignoring that we are still allocating most of the space to cars.

Two lanes of one way traffic encourages reckless driving. This makes the street unsafe for pedestrians, especially inebriated pedestrians. Pick one of the two-way options

One way traffic encourages drivers to drive at high speeds

not a good idea to back to one way. It's been done before and didn't work well.

Multiple lane one ways are dangerous to pedestrians. Cut down the lanes.

Cars often don't loon when making right turns. I'd be concerned about them still not respecting cyclists and pedestrians.

That there are options without bikeways.

The fact that all of the options preserve two lanes of car traffic, and NONE of them fully pedestrianize the street. Come on, do better. Give us an option with no car traffic. That is what would really benefit this amazing corridor.

Biking lanes fighting for safety with parking and two way traffic reduced to one lane each direction will kill the traffic in the area or gum it up very badly. Potential for many car/car, car/bike, and car/pedestrian accidents.

having two options without bikeways. not interested at all. sounds like a deathtrap.

Non bike lane options

I am concerned about traffic speeds and really think that traffic should be calmed in this area as well as pedestrians protected. When bikes and scooters and mixed with pedestrians it causes me concern. It is also concerning to mix bikes and traffic.

That the vocal bike/ped online groups will demand bike lanes - there is good facilities for biking on Hen

No one way

The two way without a bikeway seems like a poor idea

The speed at which drivers may drive down the road endangering bikers and pedestrians

Construction timeline

Hennepin 1 block away has a bike lanes in both directions. This is not needed on 1st Ave as well!

So much space for vehicles on a street where pedestrians could easily outnumber vehicles some days.

The bikelane would take up too much space

I think the no bikeway options make it dangerous for everyone outside a car and less pleasant to be around

Two lane, one way traffic makes a place more pedestrian and bike unfriendly

Why not a pedestrian only block?

Losing bike access as well as the amount of potential green space that is lost to vehicle traffic and parked cars. A good tree cover is key to encouraging a walkable street front

Not having a bikeway!

Making sure we have safe and bikeway intersections

Having a multi lane car road in a "pedestrian friendly street"

I hope it will not exacerbate traffic when there are multiple sporting events happening at the same time

Not getting rid of all of the cars.

It's concerning that there isn't an option for a safe, two-way shared-street environment for cars, bikes, and micromobility. To me, this is the ideal option for a signature street. Help cars know to slow down, like on Main Street or Quincy Street!

Everything is entirely car-centric.

building without bike lanes is very long term decision. it will reduce moment of our currently increasing bicycle use.

The possibility of non-bikeway options

Converting 1st to a one-way and cascading impact to traffic on Hennepin/North Loop, commuting between Target Plaza/Loring Park and North Loop

Potential vehicle congestion on the two way traffic options.

Nothing

2 way road for nightlflw with drunk people seems like a bad idea

Construction impact on businesses and existing trees

Busy street - don't use space for trees

The two way option with no bike way just doesn't seem to have a lot of benefits, and doesn't feel like it meets the project goals. The other 3 seem to be good options for different reasons, and better ped and bike options are a lot better.

Drivers hopping the curb to park on the ebikeway because of meter positions.

An option should be provided that removes cars entirely

Car traffic being busy

Congestion of two way traffic and left turns

High speed traffic without control on one lane options.

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Lack of concern for pedestrians

one way traffic

I think options 1 and 2 maintain too much space for cars in an area where it doesn't make sense. This corridor does not need to be focused on moment of cars. I'm picturing a narrow, vibrant, Manhattan type of street.

Too much room dedicated to cars

Why one way traffic? Didn't we try that and give it up? Put the bikes in one stream as mentioned above.

Nicollet mall has become the most uninviting space (no seating, no fountains, little public art, dining space hindered by thoughtless sidewalk/tree planters --and the newest mall "all cement design" is completely ugly. Avoid more uninviting space.

Potential reckless driving in the one way options

Wasting space on parking.

Too much space for cars. Less lanes, less parking. More sidewalk and bikeway!

Cars splashing onto dining on the street and bike lanes plugging up room to dine on the street.

the fact that options without bikeways are on the table

One way options are terrible as this will encourage high speed reckless driving, particularly during off hours, as seen on other one way roads throughout downtown. Calming traffic on a pedestrian heavy street should be prioritized.

Lack of pedestrian focus, missed opportunity to create a pedestrian mall

Two way traffic means too much traffic.

Making it worse than it already is

The possibility of not having dedicated bike infrastructure. This stretch needs to move the most people possible and that can't happen limiting to personal vehicles. Traffic is gridlocked for big events, and this would make biking more dangerous

Bike lanes options will reduce the space for cars and pedestrians. While they will be barely used.

Two lane one way traffic. This will lead to excessive speeds, uncomfortable road noise, and dangerous pedestrian crossings. One lane one way and a pedestrian plaza would be a gamechanger.

Not including a dedicated space for bikes

Space for busses

Bike lanes

The left turns from a bike lane

No available street parking; congestion.

That they'll take away parking and actual transit and shove in more bike lanes

None of these options address the lack of dedicated transit lanes along Hennepin/1st Ave

Should be pedestrian mall

Providing adequate parking to allow customers to access businesses in this area

If it doesn't align with the overall downtown plan, it will look out of place—similar to how parts of Washington Avenue feel disjointed. And without proper upkeep of trees and plants, the greening efforts won't have a lasting impact.

Giving up much needed parking and loading space to yet more deserted bikeways.

I love commuting via bike, but the bikeway is concerning for pedestrians as cyclists tend to ride much faster and not stop for pedestrians when they have a dedicated bikeway.

Impact during construction at a time when a lot of businesses are just coming out of the struggles of decreased employee foot traffic

Two-way options are less safe for pedestrians and cyclists

I almost been hit by bicycles crossing the lanes on Hennepin several times and I worry about that issue here. I also find that layout on 1st redundant since there is good bicycle access a block over on Hennepin

Y

Redundant bike lanes, lack of pedestrian and outdoor dining downtown. People drive too fast on one ways

No bikeway option and increasing traffic.

I don't like option 1.

Traffic opposing bike travel direction

Options that do not have a bikeway

Adding a dedicated bikeway is unnecessary when one is present on Hennepin. This space should be used for pedestrians and green space instead.

Still putting heavy focus on cars

Not having enough sidewalk and boulevard space

No bike lanes

Turn lanes contradict the project's goals. The road space for turn lanes could be used to expand the boulevard in the two-way + bikeway option. Motor vehicle throughput is not the project goal, so turning vehicles can share with through traffic.

Lack of public involvement

Nothing

I'm scared of cars

Everything

too much space for cars. Put loading zones between trees and poles: streets, boulevard/loading, bike & ped. That makes everyone happy.

The focus is always on cars. Make it 1 car lane. Or 0 car lanes.

Two way traffic

Car centric options without bikeway

Two way traffic may take up too much space leaving pedestrians crowded.

The thing that concerns me most is that bike lanes will not be included.

Not having a bikeway would be weird because why wouldn't you connect it to the rest of the bike grid in the city

conversion to a one way might increase traffic speeds

Not sure how it works with Hennepin as alternative for bikes

Lack of parking. Add one sided angle parking. Too much catering to cars.

Bad drivers and uber drivers clogging

More elimination of automobile lanes further creating gridlock for those of us who live downtown and commute to/from the burbs.

The options lacking bike lanes

Adding a few trees doesn't make the project "green," particularly with setbacks for outdoor dining, etc. which effectively creates a swath of concrete. The design should include more greenery.

The current configuration typically has two lanes of traffic, but the two way options show a third lane for turning, why isn't there a two way option that is only two lanes?

One way traffic seems like a mistake for this corridor, even if it increases space for the furnishing zone. Large furnishing zones will require ample investment, upkeep, and regular programming - no information has been provided on those issues yet.

No bikeway

Construction of anything disrupting existing businesses. Need to keep any pedestrian focused area very safe. If hard drug use and other criminal activity is nearby, people will not use the pretty new walking areas.

Would love a one-lane, one direction automobile option with bikeway.

The fact that options without bikeways are being considered. 1st Ave already has bike lanes, don't remove them.

All seem very focused on moving cars- how is that 'pedestrian friendly'?

Bike lane and sidewalks not wide enough, car lanes too wide.

no bikelanes

options that don't have a bikeway will reduce the safety for cyclists in downtown that already have limited options for safe travel north/south

How much consideration parking was given to the options in rankings
Lack of bike access
Bikes and pedestrians dangerous combo. Perhaps bike lanes on another route would discourage through bike traffic. And bike parking on adjacent side streets would allow bikers to use 1st Ave amenities. I hope that "access" means access for all modes, not just driver access
That we will just give in and do two way and that people dont understand that an uber drop off one block away is fine
Traffic because is a busy area
Greater boulevard space and less road space will also cause car traffic congestion that can have some drawbacks to the pedestrian experience.
sidwalk trees, street level or inground greening, narrowing streets and keeping 2 way traffic for increased congestion and back ups
Maintenance, if it will be maintained or not
Reduced access
Years of construction for no reason
They will take too long to implement effectively, congestion during major events at target center and first ave
N/a
Speed and aggression of one way traffic drivers from the suburbs
Focus on cars and bikes over people and activites
2 way traffic is a safety concern for pedestrians and reduces destination status to transportation corridor
Wasted space and restrictions for traffic
Navigation confusion
Unused bike lanes are a waste of space
Any bikeways will cause traffic problems, especially during rush hour and for visitors who are not used to bikeways.
Prioritizing cars over people - would rather have nice walkable streets
One-way streets cause drivers to speed
Too wide of lanes for cars to speed. Left turn lanes which get used as passing lanes and pedestrians being struck by vehicles in scenarios like this where cars are given room to be reckless.
All plans have tradeoffs
Traffic speeds if 1st Ave is made into a one way. We don't want to see another Park ave or Portland Ave situation where it just becomes a one-way highway
Lack of parking
Cars take up so much space. 2nd is already a one-way, and Hennepin is the main bike & transit corridor. Make this a one way the other direction, to complement 2nd. It'd be great. But giving space to this by doing 2 way would be pointless then to redoing
Pedestrian amenities
Ability to manage overall vehicle traffic/volume during large scale downtown events that don't prioritize alternative transportation.
The options for people to drop off or pick up others outside different establishments
All. Less parking
fast traffic without enough calming
A bikeway
You'll get rid of too many street parking spaces which serve storefront businesses. Also that you'll put in another bikeway no matter what, like you have all over the city...not needed- there's one a block away!
Parking and two lanes. Don't need parking and should only be 1 lane

One way traffic without converting other nearby streets severely cuts off car access. Making it harder to drive downtown isn't a viable option for anyone who commutes or wants to easily visit downtown on the weekends. Existing bike lanes are barely used.

Lack of bike/pedestrian infrastructure in some options

I am shocked that there are two options without bikeways. It's appalling to me that the city is considering reconstructing the street and not putting a separated bike lane in.

Not adding bike lanes.

The street works fine as-is. This feels like a waste of taxpayer money and is a solution in search of a problem. The existing bike lanes are great and the traffic flow is calm.

Not having a bike lane

Vehicle access

How can you propose one-ways? People already drive crazy downtown - one ways just make everyone drive faster (see Park and Portland!)!

Is the bike lane a two way with bikes coming and going?

Will it improve retail expansion?

We do not have enough roadways because you guys keep on taking our text tellers, giving away to the welfare people and you politicians. Don't do a damn thing except sit back getting fat.

No bikeways

Adding a bikeway would be great, but need to ensure it is clearly marked so it's not competing for space with pedestrians on game days

"Woke lash" for changing the neighbor feeling

two directional car traffic would be very counterproductive to the use of the space by pedestrians and bicycles and I strongly oppose any option with two-directional driving lanes

Excessive space being maintained for vehicles and framing bike infrastructure in opposition to greening and amenity space instead of vehicle turn lanes and excessive lane width being in opposition to greening and amenity space. Cars take up so much space.

The lack of parking, the concept of making it more difficult and challenging to get around downtown with new one ways and more bike lanes that reduce accessibility to downtown to those coming into the city...

Reduced access to drive thru makes other streets more congested, more angry drivers unable to go through

Spaces should be built for people not cars. I still worry that too much focus will be on the cars vs the access for people. When in doubt, prioritize people and public green space vs car access.

Bikes in the road without bikeways

People that complain about traffics on other streets

No bikeway options

The designs still seem to be very automobile centric

Safety

Safety of people using the street

Parking limitations.

Not enough to limit cat traffic on the street.

Too much deference still given to cars

Quit with the sparsely used bike lanes!!

Must be built in context to larger city design.

Less access

How it will reflow car traffic. And will the barriers actually be effective, people seem to park in bike lanes with barriers anyways.

Having a bikeway where many bikers still won't use

None
pedestrian safety
One way and bike lane creates congestion
Waste of taxpayers dollars
Bikes concern me
Not having an available bike lane.
You'll take one look at these comments and build the two-way with bike lane. It's insulting that you even do these surveys. Why waste the time and money. The bike advocates. Most wretched people on the planet.
There needs to be ped refuge island so people can cross.
Tie up traffic especially after Target Center & Target Field events.
Cars cars cars
On street parking is a hazard to everyone especially when there are plenty of available parking ramps nearby. I want fewer car lanes.
No parking wider open side walks, better letter
The city has shown that they cannot plan anything useful. Every plan messes up traffic more than it did before.
I'm concerned about any changes that continue to place space for cars above space for people.
None
Adding more pavement downtown or not taking opportunities to reduce pavement and increase greening with trees.
I hope alternative pavement material is used such as pavers to slow traffic
Options with only 1 lane. Traffic is already bad enough and if the boulevard is the same 10' regardless, it doesn't make sense to lose a car lane.
I am concerned that the project will be done with bikes as the focal point and that additional car traffic will be pushed to Hennepin which is already congested.
parking
Too much parking privileges cars over people.
The bike lanes are unnecessary (bike riders seem to prefer traffic lanes even with dedicated bike lanes available) and the lack of retail parking.
Why aren't there any options for removing cars?
option 2
Bike/ped conflict and accidents
Traffic speed.
We have enough bike lanes!! And I am an avid biker!!!!
More unused bikeways that destroy parking and visits
Don't forget to improve 2nd ave too
Bikes over people
Too much car traffic
Need space cuts for ride share and driverless cars.
speeding traffic
No bikeways
One way traffic without bike lanes would be a total disaster
You take away sidewalk and parking for most of us to accommodate bikes... which negatively impacts businesses and business customers. I call it pandering to special interests with a negative impact on the majority.
Adding more bike lanes!

Having to divert to Hennepin or 2nd and the traffic it would cause

Less auto lanes & continue to increase sluggish auto movement

Parking on both sides of the street is absolutely necessary. Stop acting like people don't drive cars. Stop the insanity of bike lanes.

You should NEVER require a response to an open- ended question!!

Two-way traffic prioritizes cars too much for a project meant to feel safer and more livable. Bike lanes are nice, but they limit space for fun uses—and with large bike lanes on Hennepin already, it feels unnecessary here.

Spending money on a street that was revamped not too long ago.

Lack of parking

Minneapolis has enough one ways.

Everything. I am opposed to reducing street width and making Minneapolis even more hostile to drivers.

The 2 lane bikeway. Please make 1 lane bike lanes on each side

Too much weight given to car traffic

Picking over that will increase congestion

Too crowded for pedestrians. If no bike lane it should be replaced on a parallel street. Bikes need to travel through north loop too.

The bike lanes

Potential for gridlock.

Enough with the bike paths

Why would we be planning on spending hundreds of thousands of dollars to redo a street where a new owner is about to tear down the target stadium? Should not those efforts be coordinated?

Too much space dedicated to vehicles. The design is not conducive to keeping speeds below 15 (ideal for a dense multiuse street). Therefore, there is little change from the present for access and improving nightlife.

adding bikeway is bad

Taking away driving lanes and parking. Where am I gonna park my plug-in vehicle? And it is well known that people do not like to pay for parking.

Trees will not be native; fast-growth trees increase cost of upkeep over time versus native plant habitats, no bike lanes in 2 options means bikes will be on the road.

Bikeways being considered. No one bikes in 6 months of the year other than rich white assholes.

Don't need car parking

None

Trying to jam yet more bike lanes into a city that is not even using all the bike options we already have! Stop the madness bike agenda! We have incredible bike infrastructure already! Let 1st Ave N truly be a pedestrian heaven!

Excessive space wasted on bikeways that are hardly ever used.

what will make people want to come to this part of Minneapolis more than now?

That you won't consider making the whole street walking with dining and cafes. No cars at all.

Bikeways will take up driving lanes heavily used in downtown

Adding bike lanes. Additionally greenery (different design on existing greener - not 'more') and one-way streets.

The one way options would really make moving around the 2 large sport venues extremely difficult.

The tensions between space for the pedestrian realm and evidence that one way traffic is bad for city vibrancy (see Jeff Speck)

That so much parking has been kept in the design to appease businesses

Nothing

Panhandling, crime

It's not forward looking. We are headed to a less car-focused society, and your big concern here is cars (and how they affect people, trees, bikes, and so on). Maybe focus on this being a space for people.

dedicating more space for bikers. They should use Hennepin that has dedicated lanes

any option including yet another bike lane

The potential increase in traffic on surrounding streets potentially making these areas more dangerous traffic and congestion & lack of suitable parking spaces

We do not need more bike paths in this city.

None of them are carless options. All good cities in Europe and Asia would have the center of their city center accessible by pedestrians only, with hours for delivery and maintenance vehicles during specific set hours.

The potential for increased pedestrian space to go unused if not we'll utilized

Not going big enough to make 1st Ave walkable and pedestrian friendly

the possibility for two way traffic to remain and for no bike option on two of the options

I disagree with the premise of the redesign.

Maintaining traffic without improving bike access in downtown

ADDRESS MISUSE?

I fear the separation of bike lane and pedestrian walkway won't be chosen. If you don't separate the bike lane on to the boulevard, then the money and construction on this project will be a gross waste of money.

Too much sidewalk real estate is freely given over to sidewalk bars and restaurants, hindering good pedestrian/bicycle flow

Having a one way street with no bike lanes seems like it would limit travel the most of all options while also causing traffic on other nearby roads

Not having enough space for outdoor seating or event space

Construction closures

We don't need more bike lanes

I'm concerned that the design won't be impressive enough to create a sense of place/destination. Also worried that there won't be enough green space/gardens or patios

That the city will prioritize cars driving through in the name of efficiency instead of making it a people-centered space

No real value add to downtown

Failing to add bike infrastructure where entirely reasonable to include.

Lots of money spent on a project that doesn't actually green the city or impact our lifestyle enough and just creates traffic jams and other issues that cause conservatives to balk more and jeopardizes future efforts like this, so, make this work well!

None

Loosing a backup 2 way connection from Hennepin. Having two options is extremely useful to keep traffic down.

One way traffic will increase vehicle speed, which would hurt the pedestrian focus of the corridor

None

no rolling options (bike, scooter, pedicab) in a downtown environment seem shortsighted.

Maybe not enough parking for local businesses

No bikelanes = accidents

How long it will take to complete and the inconvenience/detriment to businesses during that time.

Potential to make it strictly car focused

That there isn't an option that is fully pedestrianized. If 1st Ave is supposed to be the "Time Square" of Minneapolis, then we need to explore ways to remove vehicle traffic from 1st Ave.

I worry we're not doing anything bold to transform this into a pedestrian-first space. Where's the plaza/slow street option? Raise street to curb level! I think the Multi-lane one-way would be uncomfortable - cars speed. Need 10' or narrower lanes!

I'm concerned about it as a bike route. I bike 1st most days in both directions getting to and from work or to go to 1st Ave for a concert. Hennepin's bike lanes aren't respected as a space for bikes, making it annoying and slow to use daily.

The impact construction will have on my business.

Lack of accessibility for ground level businesses

More bike lanes that people rarely use

There is a master transportation plan that includes bike lanes and the city needs to stick with that and not add them each time they redo a road!

The 1st Ave N Reconstruction project will be taking place in the Minneapolis Warehouse Historic District. Do you have any comments on how the project may affect the historic district?

Historic Themes	Counts
No comment/not a concern	130
General project support for a walkable corridor	45
Reducing cars is good for the historic district. Bikeways and pedestrian amenities will stimulate business activity and fill vacant storefronts, reduce disruptive car noise and traffic.	44
General transportation related comment, no clear tie to historic resources	26
The street needs to be historically separate from the building context. More concerned about retaining historic buildings, not concerned about sidewalks and boulevards changing.	14
Support for businesses during construction would help retain retail activity	14
Additional greening would enhance the district, preservation of mature trees	9
Not sure what is historic about it besides old warehouse buildings	9
Support for cobble/brick/paver street	7
General support for historic preservation	7
Concern that traffic increases	5
Don't want to create an artificial sense of history, it's ok for the street to be modern.	4
Just being careful not to undermine structures during construction	4
Support for warm, historic look over a cold, modern design	3
The surface parking lots are not historic but the bike trail is	2
Don't want to have it be grey and heavily concrete design	2
Support for cool lighting and digital billboards	2

Full Comment Results

No.

no

Creating space for patio dinning seems a poor use of the limited boulevard space available, and that activity is only viable for about 3 months a year.

It's the buildings that are historic. Not the sidewalks / boulevards.

N/a

No

None

Hopefully the bikeway will lead to fewer empty storefronts

No

No. It will be fine. The giant parking lot at 1st and 5th is less historic than bike trails, which were around in the late 19th century!

The street needs to be historically separate from the building context

No concerns on impacts to historic properties, but I do want to use this box to plug my suggestion that Hawthorne Avenue (continuation of 1st Ave outside of the project area) should be renamed to 1st Ave N. It's one street - it should have one name!

I think one of the best ways to support the historic quality of this area is to increase use of the area by people walking, rolling, bicycling, and using transit and reducing parking, noise, and infrastructure stress of high volumes of car traffic.

Let the historic be what it is and make the street modern. Don't do faux history.

I think having bike access to First Avenue would be a huge win, making it much easier to get to and from the historic concert venue. Increasing foot and bike traffic I see as only positives.

Anything we can do to reduce cars in north loop is good

N/A

Increasing green space, sidewalks, and reducing space taking by cars will make the area more welcoming to pedestrians and increase foot traffic to local businesses.

It would be nice to provide support to businesses affected by the construction

Whatever it is it will be better than what's currently there. Larger sidewalks were likely present when the buildings on the street were built

That entire area is extremely lacking in safe, enjoyable pedestrian and bike travel options. Please do not do something that would keep the road car dominated for decades more.

It's crucial to restore right of way back to the people, not just cars

no

The fewer cars and increased greening will only enhance the District.

Adds to green space

Keep access throughout the project, care to not undermine structures.

The project should focus on creating a walkable corridor and be created for people who live there and want to spend time and money at local businesses.

N/A

No

No

Increasing pedestrian space will help to improve foot traffic in the area, but only if the added space is used effectively to support events/attractions in the area that bring more foot traffic.

no

I work a block away from said district and am a pedestrian or cyclist on its multiple times per week. Its not much of a "historic district" other than some of the buildings on it are old warehouses.

Nope!

None

Don't make it an ugly, gray, soulless thoroughfare like Nicollet.

No

Nope

No

History takes a backseat to safety

I think increasing access for everyone and everything that isn't a car/truck would allow people to visit local businesses and appreciate the historic architecture the best.

I think making it greener and more walkable can only be a positive

People on bikes will stop to use and appreciate the area. Cars will just drive through and make it worse to enjoy for every one else

I don't care about the historic district. Those buildings are old, ugly, and really should just be torn down and have new buildings with better floor plans. What's the obsession with the old buildings anyways?

Please support the local businesses along 1st Ave during construction so we don't lose them to more stupid private equity firm-owned lame chains

No

Make it simple. Also deterrents to slow traffic

As long as the buildings remain, it sounds good to me. I don't think roads and sidewalks are that significant or historic.

No comments or concerns.

Restricting motor vehicle access and speed, less damage to street and more people can enjoy the historic area at a slower pace and human scale.

As long as the road design calms traffic then I don't see any issue

No

I think it would be cool for the reconstruction to revert the roadway surface to traditional brick.

No comment

No.

No

None

any construction is bad for business. something should be in place to help them during the process.

This street was historically built around pedestrians, you don't need a turn lane or multiple lane one ways to bring back that vibrancy it had when those didn't exist - give the space to the people, not cars!

I live here and I am beyond excited! Adding the bike lanes will only add to the already great walkability relative to the city. Excited for more people to come here via bikes.

No

No

Vonstruction will close a cital artery in and outbof downtown and affect access to any businesses already fighting to stay alive. Nothing kills business like major, prolonged road construction.

make this area as safe as possible for pedestrians and cyclists. cars have plenty of space already. if you want more visitors shopping and engagement, prioritize locals and give pedestrians and cyclists safe places to enjoy life!

No

I think that reducing lanes for cars to give space back to pedestrians and other transit modes will actually bring the Warehouse district back to more of its original state!

more people = more interest and sense of place - no concerns, bring people in

I think traffic calming will help make it more of a destination and nice place to be

The fewer cars the better, especially in historic districts

I hope that these improvements will breathe life into 1st — especially between the light rail station and Washington. That area looks run down.

No

No

Less parking and space dedicated to vehicles gives people on the street physical space and mental energy to focus on the architecture and enjoy the culture of the district.

More people and better events

I think encouraging street level development by making the area pedestrian and bike friendly will keep the warehouse district a great place for events and people

A bikeway will make the street much more inviting and safe to use, especially if the intersection with Washington avenue has some protection. Making the area more pedestrian and bike friendly will be amazing and would cause me to visit more.

Focus on increasing floor traffic

N/A

Add cool lights?

No. I assume more car lanes damage the building the most because of the pollution the traffic would cause plus higher speeds due to more lanes.

Pedestrianizing will make it a nicer area

I hope it will attract businesses to some of the vacant street level spaces

Get rid of all of the cars around there. People can walk.

Please consider using and maintaining pavers in the streetscape to restore the historic feeling of the district that has been lost to previous roadway projects. This is one of very few historic streetscapes left in the city - let's celebrate it!

No.

construction should be encouraged to use unique local materials. too many cities are losing identity due to reliance on the same globally available materials. Anything we can do to preserve or enhance original craft work should be considered.

This area is not unfamiliar to construction projects so I am not worried about it, although I do believe any streetcar infrastructure uncovered should be preserved in one way or another.

No

Nothing immediate. Just hoping that the character of the older buildings complements any changes made to the avenue.

You're not going to be tearing down any buildings, so none.

I don't think the reconstruction will hurt the historic nature of the district

*

Why is their end getting more consideration

Making 1st Ave more pleasant to walk and bike would really make it much more enjoyable to enjoy the historic nature of the district.

It's First Ave, Half of it is modern and the other half is 50/50 parking lots or tries to pass it's self off as historical when it's only a few buildings that are.

Yes, this is a prime opportunity to create a full time car free space

Historically, cars were the last to the scene. I think they should be prioritized least.

I mean it might be ""historic"" but it's also really dumpy. Needs work

No.

.

No

Can we get brick pavers

I do not think it makes sense to maintain much space for private cars in an area considered historic for a time period before car use was common.

Hopefully it will make it easier for people to bike or walk to businesses in the district

Who cares? I have no idea why the efficient movement of people would affect the architecture.

Accommodate the businesses needs, they're why people come downtown.

It could revitalize the area by providing better pedestrian and walking spaces

Warm and historic would be better than a cold and modern look

A two lane one way could lead to dangerous speeds, but it's the best option available

Increase access

make the street walkable and enjoyable without a car

The area needs more space for sidewalks and outdoor dining- all things that will highlight the district and de-emphasize car traffic (with major thoroughfares nearby already)

No

It's not the buildings so, no.

Making the area more pedestrian friendly will increase its historic appeal

Cars should be limited to horse drawn buggies or flintstone cars

No. Hopefully makes it better.

None at all.

No

None, its historic beauty will be accessed more

Extra traffic
Historic preservation is nice, but things should only be preserved if it is truly not able and historic and not just old.
Do not screw it up like Nicollet Mall which is now cold and uninviting for pedestrians which little destinations or shopping.
No
None. Just make sure to have trees.
No
Functionality is more important than preserving the look and feel of the historic district
This area has great potential to become a vibrant and safe place to live, work, and enjoy. The focus shouldn't be solely on rowdy nightlife—it needs a balanced approach that supports a thriving, inclusive community.
Improving the streets improves neighborhoods. Grow some trees but keep car uses prioritized.
More people will go there which will outweigh any minor inconveniences or “historical” changes.
No
Preserve historic buildings/structures where possible
No
J
A pedestrian mall would be amazing but the city would never be so bold
No
I think it will enhance historic resources.
No
No
Please preserve the historic integrity of this beautiful part of our city.
No
No
No
None
No
No
Make it historic by making the road a park for one block. That area really needs a park.
Focus on crime.
Cars ruin downtown.
n/a
No
No
No
None that come to mind
No
inclusion of signage to teach about former uses of history of the area might be neat; like ones similar to north loop
Would improve it
Fantastic opportunity to have more than just a standard roadway.
No, I'm sure it will be fine and there isn't much fragile history there
No. Just stop making it harder and harder for cars. All these bike lanes are overkill for the amount of actual bikers who use them.
It's no longer a warehouse district

It will hopefully help it be more pedestrian friendly and feel more welcoming, like Historic Main Street does on the other side of the Mississippi

Don't increase the amount of space provided to cars

No concerns on historic issues

There should be a bikeway, at night this isn't a safe street to bike on, in the morning it is

Construction efforts in the near term may hurt small businesses along the route. Help those businesses move, pay their rent, or do something to protect them from being caught in construction crossfire.

I think the available designs will enhance the historic effect, but that could be enhanced with further reduced automotive presence

The buildings are what make the district historic, leave them be. But the road and walkways can be modernized to accommodate safe pedestrian and biker travel.

REDUCE CARS that solves all of the issues with greening, amenities, pedestrian access & safety

No, I work and undertake projects in the district, there is generally low traffic flow. I think a bike lane will help preserve the district's charming character by reducing car traffic and hopefully widening sidewalks.

protect trees

no

Nope

No

I think historic areas should be preserved when possible.

More walking and biking enhances the historic feel and users' ability to appreciate it. If anything, historic means we should minimize space for cars and maximize space for less destructive, loud, maintenance heavy modes.

Reducing traffic in this area will help people appreciate the history of the buildings and allow them to engage with businesses on their way to events

No

It would be best if the project does not physically affect the buildings in the historic district and that any new constructed elements are kept small in scale to avoid obstructing key architectural features of the district.

Hoping it improves and enhances what is great about the history and HELPS bring business, housing and office back. Previous decisions around parking, bike lanes etc killed local restaurants and happy hours which then led to further issues

Traffic is a mild concern, because that area can be crucial for travel

No

Eliminate the fear of going downtownn

It could improve pedestrian access to view historic areas but reduce car traffic, ultimately positive impact as long as no buildings are disturbed

No

No will hopefully make things better... keep looking to Europe for inspiration for change to Minneapolis. We need more people living downtown and mixed use spaces help achieve this goal

No

If a brick street is found underneath, or other historic artifacts, ensure proper preservation techniques are practiced

Anything to reduce traffic congestion and crime would help

Greening it up will benefit the street.

It's already ruined

Business will be disrupted significantly as it has with other major road reconstruction in our city. Parking will be a problem.

No

This doesn't matter at all. If we go back far enough the street was only for walking and maybe horses. Go back further and there was no street. We just need to build the best (and safest) street we can today.

Asphalt doesn't seem to be very historic. Pavers would be less maintenance and less amenable to high speeds.

I hope it brings new life to the street and makes attending events and visiting restaurants more fun and engaging

Just make sure you plant as many trees as possible

No

Increased foot traffic right off the warehouse light rail stop, for events and businesses on that street. It'll create a pedestrian focused street between the future H line and the other BRT lines at the other end of 1st Ave, with several venues along it!

No

This isn't a huge concern to me.

Definitely need to keep butler square and also if some projects entail needing to remove some older buildings to find ways to use those materials in the new projects like sculptures etc...

None

Preserve the buildings and businesses

No

That you'll string it out & kill the area (which is just beginning to recover from COVID, unrest, etc.). Do it FAST! 24/7, have night crews going at it, the drawn out road long term road redo in Uptown helped to kill it...as is happening to S. Hennepin

Get ride of parking, historically it was a place people walked/biked/took public transport to

No one is going to 1st Ave for its historic qualities. Make it easier to drive downtown and you might actually attract people from outside Minneapolis to visit.

No

Historically, we did not have as many cars, so reducing car traffic helps to preserve historic integrity.

The most important thing is communication, especially with the effected business. This should be highly prioritized.

Preserve all mature trees---that'll help to keep with the historic character. And don't tear down any buildings made prior to 1990.

Don't rip down old buildings

Na

Hopefully it will help revitalize some of the area!

Umprove

None of the proposals are intrinsically detrimental to architecture or function

Oh yeah, it looks like the board members are all a bunch of uncle Tom's getting rich out the white man's pocket just to take their vote

No

No

Have you considered making 2nd a one way in the opposite direction?

I believe historic districts benefit the most from a combination of pedestrian and bike traffic and limiting car traffic as much as possible, with access by public transit or parking ramps outside the district

The historic character comes from being pedestrian scale and pedestrian oriented. The warehouse district was built before cars existed, so reducing vehicle traffic can support the historic character

Why can't we keep the bikers on Hennepin...? We just put in those awful raised bike lanes that cause problems and fights on weekends then you have people forced to bike on the sidewalk...

Business reduction
NA
Please preserve existing trees and take steps to ensure trees planted during the project survive to maturity. Frequently new trees die in 1-3 years due to poor management and require premature replacement
Not really
None
Not at all
No
NA
I worry about infrastructure all the time in historic districts, so this is no different.
It should improve the district for residents and visitors but more can be done to reduce car traffic.
Hopefully bring more foot traffic
None
None
It will ruin it.
Maybe less street parking, but there wasn't much to begin with.
For as long as the project will take, it will kill off many business
None
no
No
Nothing is historic worth keeping
????????
Keep the reconstruction period as short as possible.
lol Minneapolis tore down its history
Make the warehouse part brick
Not much affect. Always lots of traffic.in area.
No
More pedestrian friendly will mean more visitors.
Hopefully most work is done in summer traffic will be hell not may routes around this area
It will ruin it even more than all the other badly planned projects in the area have
I don't believe that prioritizing maintaining what was over what could be. That being said we can both prioritize space for people and maintain a historic look to our public space.
No
No comments.
the pavement should be returned to its original material BRICK (or pavers would suffice)
No
I am concerned about structural damage to the historic buildings from construction of this project.
Parking
Increasing people access is key.
please don't take all the parking away and make this another blighted area like uptown
Nope
na
No
Nah. Like they say, the one constant is change.
No more bike lanes needed there at all!! The west river PKWY is one block away! Waste of money. Need two lanes no more bike lanes.

No
No
do not remove historic buildings
None
It needs more light and life. Need new tech digital light billboard murals excitement.
n/a
No
Depends upon the option chosen
Can you please not go this? How are restaurants and shops supposed to thrive if you take away easy access.
We do not need bike lanes on every street. Hennepin already has them
Reduce traffic as much as possible to increase access
Stop removing auto movement! You should be making it smoother, more open, not STOP & Clog.
Stop killing the city with stupid ideas about people not using cars. Bike lanes are unused and costly. They are city killers.
No
I'm hoping it makes it feel safe enough that businesses and residential properties want to grow there. It's at the heart of the city, but right now it's a glaring gap between North Loop, Hennepin's activities, and Downtown Center (Nicollet).
No
Lack of parking
No
No
Idk what's historic about it. Maybe add a cool mural to the side of Glueks building. They always do this for NBA playoffs, but the city should make a permanent painting here
No
No upgrade it
No
No
Street activity from any mode is great, cars, pedestrians or bikes.
2 lane traffic both ways
Please see the above comment
This is not a historic redesign because it places too much emphasis on vehicle space. The history of North loop has always been about walk ability and keeping the street human-scale.
Preserve as much history as possible. St. Paul does it better then us.
No
No.
Stop adding fucking bike paths you Lisa bender acolytes.
I hope that more people visit because of the project
You should think about a streetscape that promotes non vehicle. Parking away from the corridor and having people walk or bike.
No but it would be could if the linkage between the two areas were really pretty and easy to navigate to encourage flow from one to the other
Keep it open for people to get there.
No.
None
Could disrupt the roads with traffic if done incorrectly

The historic aspect is least visible currently.

Historically, making dedicated bike ways and reducing traffic flow for vehicles has caused delays around the city. Please keep the roadway 4 lanes wide with parking on each side.

No

Just because it's historic a historic district does not mean that we must keep its historically wide roads. We can move forward with modern designs while still preserving its history in other meaningful ways

No

Adequate law enforcement.

Yes — stop ripping out the history of the historic district. The Twins stadium is an excellent example of massive urban vandalism. Practice what you preach.

no

keep as many historic features as possible

History and modernity can co-exist

Not really, but having the space on the sides of the road to promote walking and/or restaurant patios is crucial. Including space for bikes and scooters to get around..

I want to make sure the smaller businesses have room for success from the project.

It's not that historic, get rid of the cars

No comment

No

The goal should be to increase the sense of "place", which is not possible if the street is plagued by a lot of car traffic

The current has functioned for a hundred and forty years; what makes you so presumptuous as to think it needs your touch to function better. How about we stick with the current design, every street does not need to be a bicycle corridor.

I think better bike and pedestrian accessibility will bring more consistent attendance to the area, often the warehouse district can be overshadowed by the accessibility of Hennepin or Washington Ave's.

address some necessary irregularities= BIG signs.

In today's age, historical value in architecture and design is scarce. One of the best things about downtown Minneapolis are the few remain historical buildings and areas. I hope this is kept in mind during this construction project

No

N/a

Just make sure to preserve the old historic buildings and the reconstruction project will be a great addition to MPLS

No

Just make the area more safe and welcoming

As long as the historic fabric of the neighborhood isn't tampered with, it should be fine. No building demolitions, please

The Historic District needs to make itself an attraction where people want to be, through green space and nightlife, otherwise it's just history.

Anything will only help the forgotten piece of downtown

NA

Some concerns over affects on historic buildings, hopefully preservation of these spaces will be factored into the project as well.

No

No

No

No

consider project features that honor this designation, public art, signs, etc.

Nope

No

I'm hoping it will only enhance it!

N/A

No

Please use bricks, pavers, or brick-like concrete! This is part of a Special Service District so the City can access funds for special pavers. The street should match the historic charm of the buildings (brick path guiding tourists to North Loop?)

Giving more space for humans will be beneficial for any district. My only concern is it will become too popular!

None

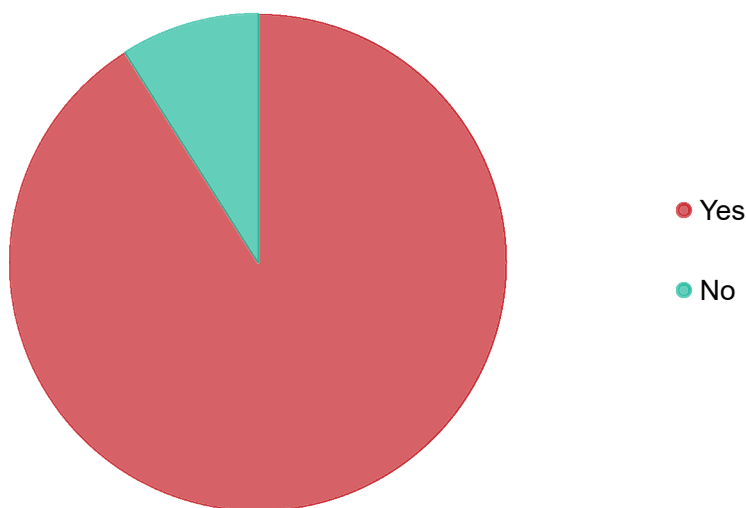
Modern upgrades to the warehouse district are important, like access to fiber optic networks, with more options than just Comcast. I wish the rebuilding included this type of modernization as well.

No

Yes please do not add bike lanes when they are only used for a small portion of the year and they will not add to this historic area.

Demographics (optional)

Are you a Minneapolis resident?



Answers	Count	Percentage
Yes	314	88.2%
No	31	8.71%

Answered: 345 Skipped: 11

What is your zip code?

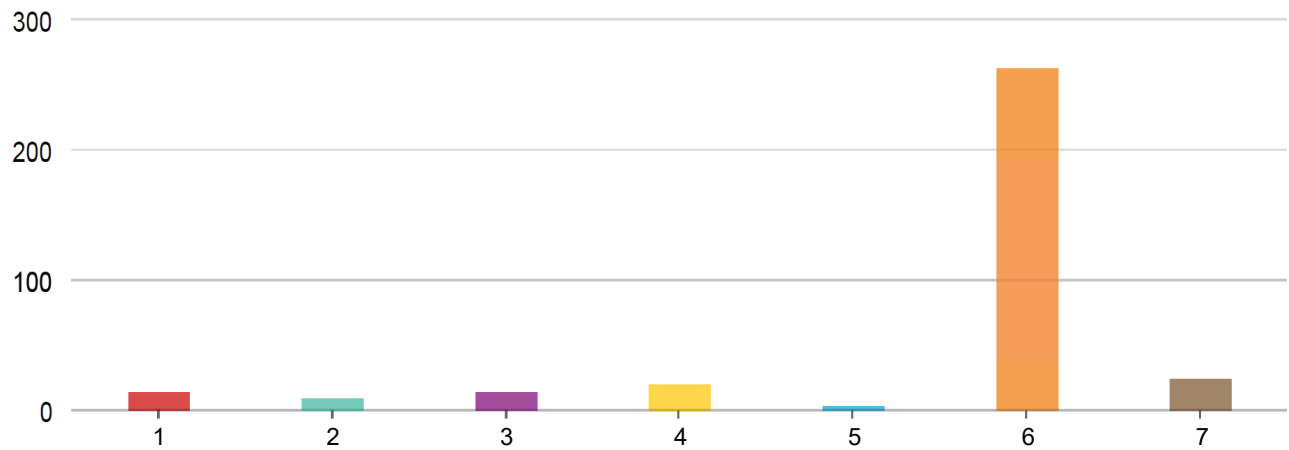


What is your zip code?

Word	Count
55401	38
55403	30
55413	27
55414	27
55418	23
55415	21
55408	20
55405	14
55406	14
55404	13
55407	9
55416	9
55419	9
55417	8
55409	7
55411	7
55412	7
55402	6
55421	5

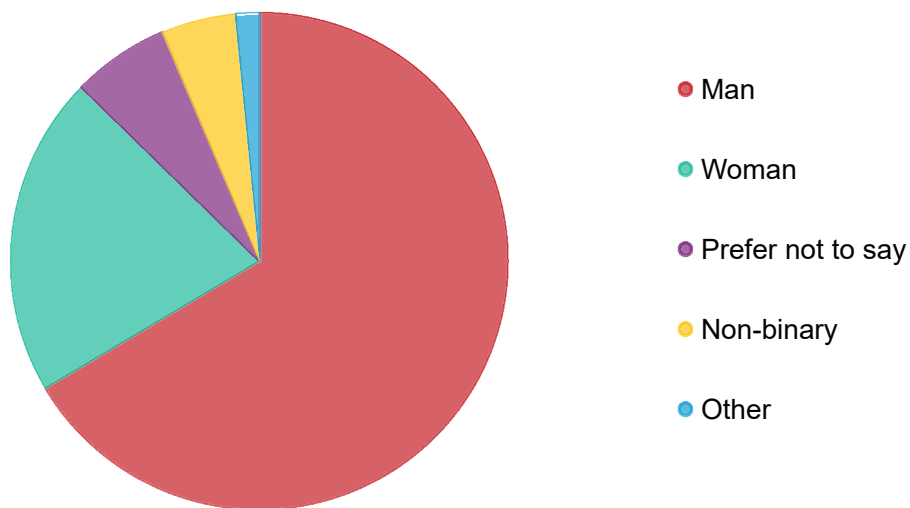
Answered: 330 Skipped: 26

How would you describe your race and/or ethnicity?



Answers	Count	Percentage
1 - African American; African; Black; and/or of African descent or the African diaspora	14	3.93%
2 - Native American; Alaskan Native; Native Hawaiian; and/or Indigenous to North America	9	2.53%
3 - Asian/Pacific American/Pacific Islander (API); and/or of API descent or the API diaspora	14	3.93%
4 - Latino/a/x; Hispanic; and/or Indigenous to Central or South America	20	5.62%
5 - Middle Eastern/North African (MENA); and/or of MENA descent or the MENA diaspora	3	0.84%
6 - White; and/or of European descent	263	73.88%
7 - Other	24	6.74%
Answered: 320 Skipped: 36		

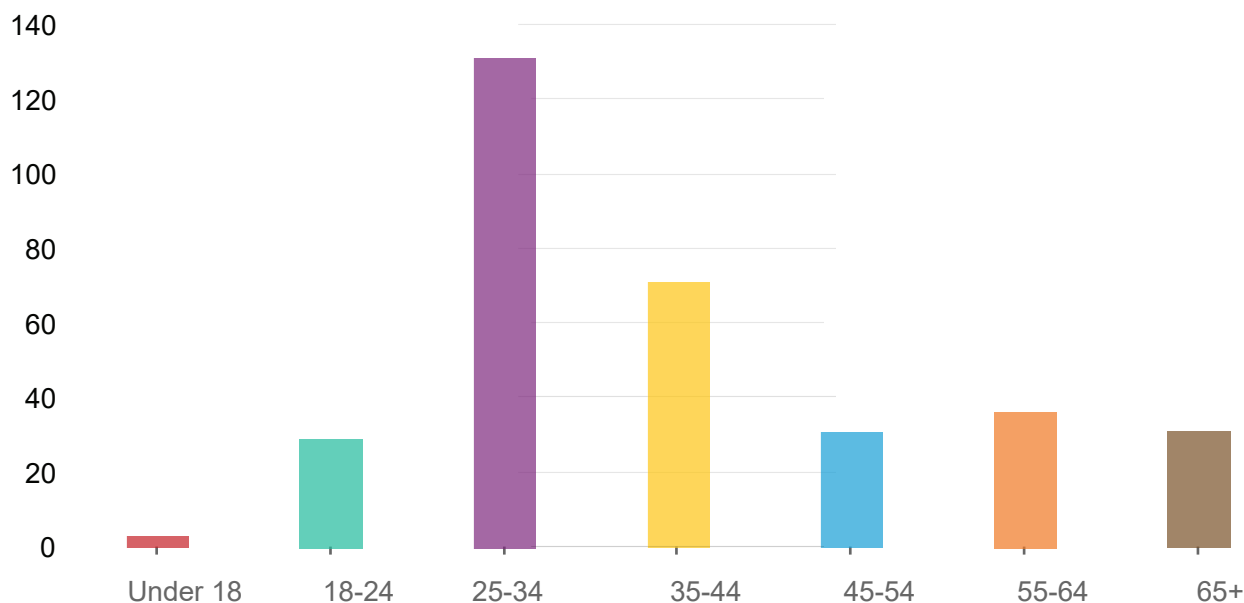
Which gender do you identify as?



Answers	Count	Percentage
Man	220	61.8%
Woman	69	19.38%
Prefer not to say	21	5.9%
Non-binary	16	4.49%

Answered: 331 Skipped: 25

What is your age?

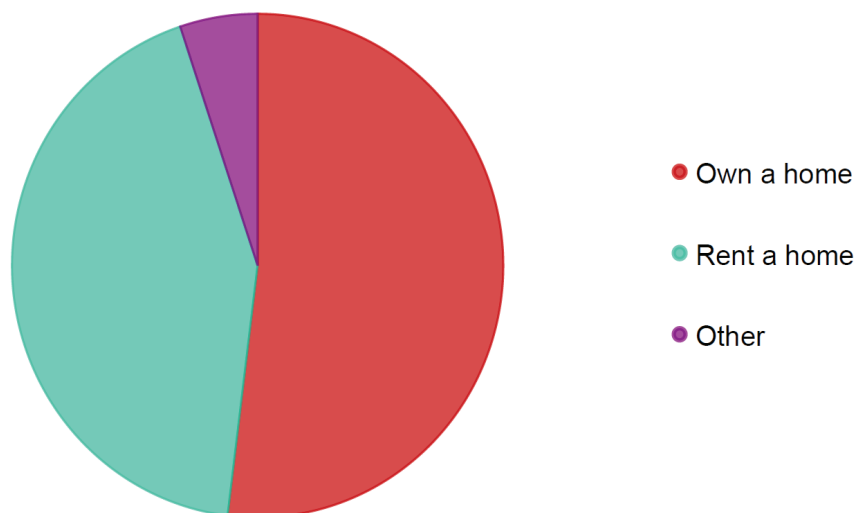


Answers	Count	Percentage
Under 18	3	0.84%
18-24	29	8.15%
25-34	131	36.8%
35-44	71	19.94%
45-54	31	8.71%
55-64	36	10.11%
65+	31	8.71%

Answered: 332 Skipped: 24



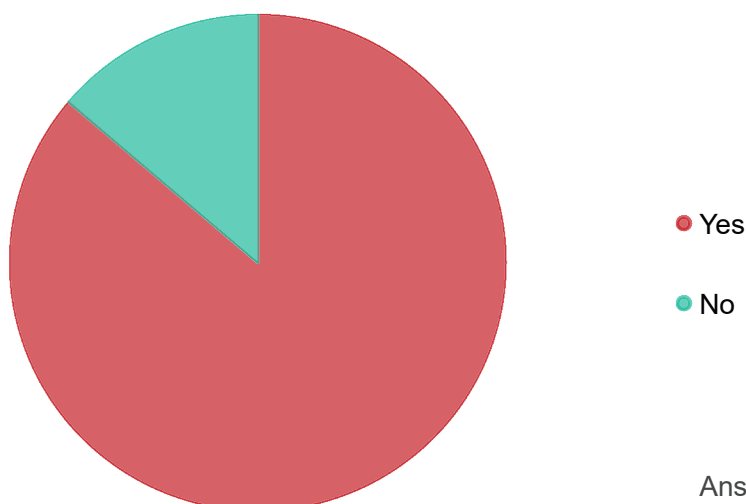
Do you rent or own your home?



Answers	Count	Percentage
Own a home	173	48.6%
Rent a home	143	40.17%
Other	17	4.78%

Answered: 333 Skipped: 23

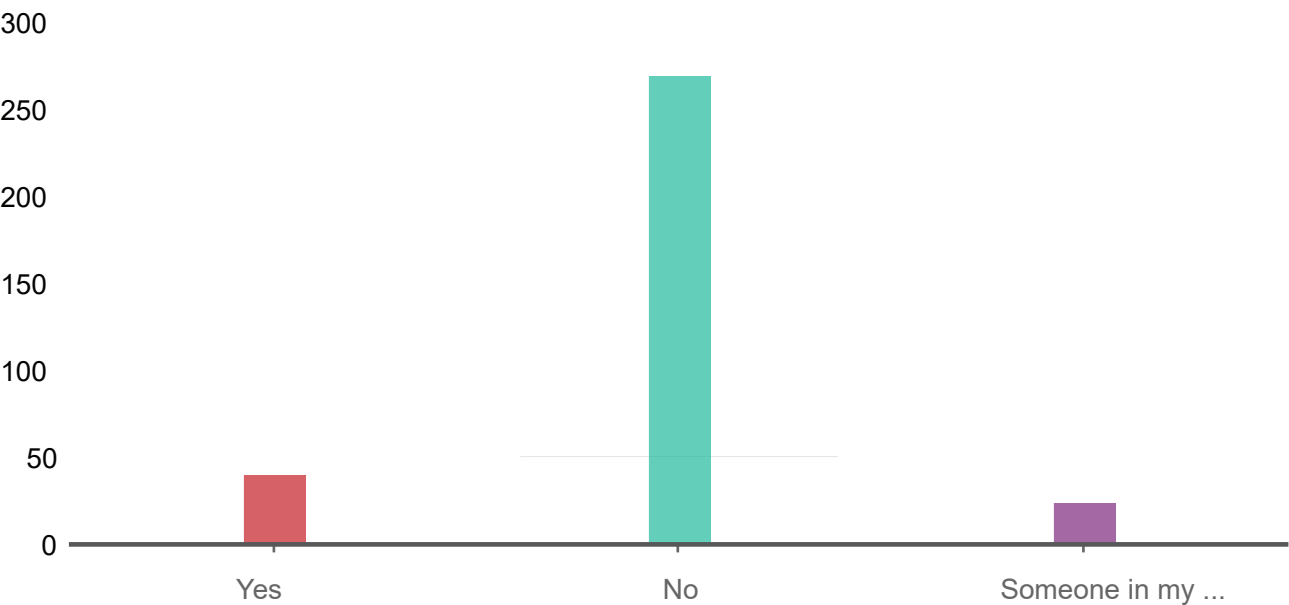
Does your household have access to a vehicle?



Answered: 334 Skipped: 22

Answers	Count	Percentage
Yes	288	80.9%
No	46	12.92%

Do you identify as someone with a disability?



Answers	Count	Percentage
Yes	40	11.24%
No	269	75.56%
Someone in my household identifies this way	24	6.74%

Answered: 330 Skipped: 26

What is your total household income?

