

Appendix ...

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Appendix i: Community Engagement

The Downtown Public Realm Framework utilized a range of engagement methods and approaches in order to involve the most diverse range of stakeholders.

- » Focus Groups
- » Advisory Committees
- » Public Meetings
- » Public Events
- » Artist Engagement Intercepts

Downtown Public Realm Framework Plan Community Engagement Calendar

Date	Day	Time	Outreach Event	Location	Type of Tool(s)	Target Population	Key
11/04/14	Tue	9 - 11 am	Technical Advisory Committee	City Hall	Presentation		Focus Groups
12/02/14	Thurs	6:30 - 8 pm	Steering Committee	MPRB	Presentation		Advisory Committees
12/02/14	Tue	9 - 11 am	Technical Advisory Committee	City Hall	Presentation		Public Meetings
01/06/15	Tue	9 - 11 am	Technical Advisory Committee	City Hall	Presentation		Steering Committee
01/15/15	Thurs	6:30 - 8 pm	Steering Committee	MPRB	Presentation		Technical Advisory Committee
02/03/15	Tue	9 - 11 am	Technical Advisory Committee	City Hall	Presentation		Community Groups
03/03/15	Tue	9 - 11 am	Technical Advisory Committee	City Hall	Presentation		Community Events
03/19/15	Thurs	6:30 - 8 pm	Steering Committee	MPRB	Presentation		
05/01/15	Fri	7:45 - 8:45 am	Business/Worker Focus Group	City Hall	Presentation	Business/Worker	
05/01/15	Fri	12 - 1 pm	Visitor/Tourism Focus Group	City Hall	Presentation	Visitors/Tourists	
05/11/15	Mon	2:30 - 3:30 pm	Developer Guidelines		Interview	Developers	
05/18/15	Mon	9 - 9:30 am	Developer Guidelines		Interview	Developers	
05/18/15	Mon	6:30 - 8 pm	Resident Focus Group	CRM	Presentation	Residents	
05/20/15	Wed	5 pm - 6 pm	Minneapolis Advisory Committee on People with Disabilities	City Hall	Presentation	People with disabilities	
05/21/15	Thurs	6:30 - 8 pm	Steering Committee	MPRB	Presentation		
06/02/15	Tue	9 - 11 am	Technical Advisory Committee	City Hall	Presentation		
06/05/15	Fri	9 - 9:30 am	Developer Guidelines		Interview	Developers	
06/06/15	Sat	1 - 3:30 pm	Mini_Polis	Convention Center	Intercept Boards	Artists, community members	
06/07/15	Sun	12 - 2:30 pm	Lyndale Open Streets	Lyndale/W 29th St	Intercept Board, Visioning cards	Residents, visitors, community members.	
06/16/15	Tue	4 - 6 pm	Bicycle Advisory Committee	Colonial Warehouse Bldg	Presentation	Bikers	
06/22/15	Mon	4:30 - 6 pm	Pedestrian Advisory Committee	City Hall	Presentation	Pedestrians	
06/29/15	Mon	3 - 5 pm	DID 2025 Homelessness Committee	Westminister Presbyterian	Presentation	Homeless population	
07/09/15	Thurs	1 pm - 2:30 pm	Minneapolis Advisory Committee on Aging	City Hall	Presentation	Aging	
08/01/15	Sat	7:30 am - 1 pm	Mill City Farmers Market	Chicago/S 2nd St	Intercept Boards	Residents, visitors, community members.	
08/04/15	Tue	5:30 - 8:30 pm	Loring Park National Night Out	Loring Park	Intercept Boards	Residents	
08/10/15	Mon	6 pm - 8 pm	Public Realm Framework Public Meeting #1	Central Library	Presentation, intercept board, Mapita Survey, Physical Framework, Placemaking groups, engagement video.	Neighborhood groups	
08/20/15	Thurs	6:30 - 8 pm	Steering Committee	MPRB	Presentation		
08/23/15	Sun	11 am - 5 pm	Downtown Open Streets	N 1st Ave/N 3rd St	Intercept Board	Residents, visitors, community members.	
08/25/15	Mon		African-American Community Surveys		Surveys	African-American community	
09/02/15	Wed	9 am - 10:30 am	Breakfast Bites	All My Relations Gallery	Presentation, focus group	American Indian - Native American Community Development Institute	
09/14/15	Mon	4 pm - 6 pm	East African Focus Groups	Brian Coyle Center	Presentation, focus group	East African/Cedar-Riverside	
09/15/15	Tue	9 - 11 am	Technical Advisory Committee	City Hall	Presentation		
10/06/15	Tue	9 - 11 am	Technical Advisory Committee	City Hall	Presentation		
10/20/15	Thurs	4-6pm	Bicycle Advisory Committee	Colonial Warehouse Bldg	Presentation	Bikers	
10/22/15	Thurs	6:30 PM	Walker Art Center Public Meeting #2	Walker Art Center	Presentation	Neighborhood groups and community members	
12/17/15	Thurs	6:30 - 8 pm	Steering Committee	MPRB	Presentation		



Focus Groups

Focus Groups afforded staff the opportunity to engage with small groups of stakeholders regarding their opinions, attitudes and perspectives on a range of topics relevant to the plan. Each focus group had specific presentations geared to informing participants and guiding key discussions around focused topics ranging from access to safety and beauty of streets.

- » Business/Workers
- » Visitor/Tourism
- » Resident
- » Developers
- » Breakfast Bites
- » East African Groups

Focus Groups

Business/Worker

DATE

May 1, 2015

WHO

Downtown workers: 8 individuals.
Associations, Networks and
media: 6 organizations

Overview

In May 2015, the City convened three focus groups as part of the public engagement effort to begin reaching out to target audiences and organizations to build understanding of the downtown priorities and user desires for an improved public realm.

The goal for the Pathways to Places project is to engage the full range of Downtown Minneapolis constituencies in defining the future of our public realm, parks and public spaces.

Questions Asked

1. What do you want to make sure we don't miss? What would you raise as the most important "must do" in the public realm framework - an issue, problem, or opportunity that you see as critical in order for the effort to succeed? How can you, your entity, or your constituency be a partner in implementation?
2. What are the primary interests of employers with regard to the downtown public realm? Amenity? Wayfinding? Lunch spots? Programming? Visual appeal? Or something else? Are employer interests the same as employee interests?
3. What would you consider a worthwhile public-private partnership when it comes to public realm enhancement?
4. What do you feel are the most important and frequented downtown corridors and places for downtown business and worker interests? What are the most critical challenges to overcome with regard to connectivity?

Key Outcomes

INFORMING PRIORITIES

The attendees shared priorities in a round-table format

- » Want the public realm to feel inviting.
- » Would like a more connected public realm from the core to Downtown East and the North Loop
- » Improve wayfinding and flow, improve connection to river and other destinations
- » Improve safety through:

- Active programming
- Wider sidewalks
- Improved lighting
- How can the existing, functionally obsolete real estate still remain relevant in the core without losing tenants to other parts of Downtown
- Improve 5th St. and the perception of safety

Challenges

The participants shared their experiences:

- » Perceived distances between destinations is too far
- » People are not willing to travel beyond a few blocks of their offices
- » Lack of programming during the work day reduced activity on the street
- » Not enough seating or places to eat lunch outdoors

Focus Groups

Visitor/Tourism

DATE

May 1, 2015

WHO

Downtown workers: 14
individuals. Associations,
Networks and media: 8
organizations Government
Entities: 1

Overview

In May 2015, the City convened three focus groups as part of the public engagement effort to begin reaching out to target audiences and organizations to build understanding of the downtown priorities and user desires for an improved public realm.

The goal for the Pathways to Places project is to engage the full range of Downtown Minneapolis constituencies in defining the future of our public realm, parks and public spaces.

Questions Asked

1. What do you want to make sure we don't miss? What would you raise as the most important "must do" in the public realm framework - an issue, problem, or opportunity that you see as critical in order for the effort to succeed?
2. How can you, your entity, or your constituency be a partner in implementation?
3. How do parks, public spaces, programming, trails and facilities contribute to the visitor and tourism scene in Downtown Minneapolis? What are the strengths and weaknesses?
4. What are some opportunities or potential partnerships the City and MPRB should build on in an effort to improve its downtown parks, public spaces, programming, trails and facilities for visitors and tourists?
5. Are there programs or events you've heard of or seen in other cities that you think could work in Downtown Minneapolis?
6. Can you estimate how many visitors/tourists are regular walkers, cyclists, or enjoy recreation while visiting?

Key Outcomes

INFORMING PRIORITIES

The attendees shared priorities in a round-table format

- » Want the public realm to feel friendly and accessible and inviting
- » Downtown Experience Committee would like Downtown to be a "cool place" with many transportation choices, activation and identified districts

- » Improve wayfinding
- » Create a “consistently compelling Downtown experience”
- » Leverage the creative sector to make the public realm more visible
- » Have more visibility

CHALLENGES

The participants shared their experiences:

- » Perceived distances between destinations is too far
- » People are not willing to travel beyond a few blocks of their offices
- » Lack of programming during the work day reduced activity on the street

Focus Groups Residents

DATE

May 18, 2015

WHO

Associations, Networks and media: 4 organizations.
Downtown Residents 5 individuals.

Overview

In May 2015, the City convened three focus groups as part of the public engagement effort to begin reaching out to target audiences and organizations to build understanding of the downtown priorities and user desires for an improved public realm.

The goal for the Pathways to Places project is to engage the full range of Downtown Minneapolis constituencies in defining the future of our public realm, parks and public spaces.

Key Outcomes

Describe your neighborhood's character

» #1

- Residential (condo's, apartments + mansions) on the edge of downtown- the place where baby boomers are moving to when they downsize + retire + to enjoy the life of downtown

» #2

- Loring Park
 - Minneapolis gayborhood
 - Enclave of Minneapolis Heritage
 - Most vulnerable neighborhoods
 - Under-appreciated

» #3

- Downtown MPLS West
- In transition- less parking lots more residential housing
 - Taller/more density of buildings
 - Noisy/busy during rush hour, Quiet/Calm = weekends/evenings
 - Much r_ activity – going on walks & to destinations

- Many “visitors”, from the suburbs, on weekends

Informing Priorities

The attendees shared priorities in a round-table format

- » Maintain neighborhood identity while being a connected Downtown
- » What is an authentic Downtown? How do we maintain without looking like other cities?
- » Leverage our unique identity, we have a strong and vibrant creative sector
- » Let’s create moments in the public realm where we can stop and feel a sense of place.
- » Create more opportunities for social interaction
- » “We aren’t driving out of the city to experience nature, we have it right here! Downtown along the river.”
- » Create more opportunities for family and children.
- » Loves the natural environment of the river in Downtown, this is our identity (Boom Island Inlet Cardinals).
- » For downtown residents, “Our Cabin has been the city of Minneapolis” “Keep the Northwoods feel.”
- » Is there an opportunity to identify more grass roots initiatives like community gardens? “I get value added without even using the space.”
- » How can we create a Downtown that does not have any “Dead Ends”
- » How can we get beyond downtown? Connection to other neighborhoods across the river, to the North and West.
- » How do visitors navigate Downtown? Some residents find themselves giving visitors directions to various destinations around Downtown.
- » How can we share our history? Would like a Minneapolis history walk-like Boston’s Freedom Trail
- » It would be good if there was a way to communicate distances to destinations using time.
- » Our downtown neighborhoods have strong identities that should be honored. These neighborhoods have regional and national significance. Example: Pride Festival in Loring Park

Challenges

The participants shared their experiences:

- » How can we better activate our riverfront, like San Antonio’s Riverwalk.
- » Difficulty navigating downtown when arriving via light rail or picking up friends from light rail. Where is a good “meeting point” off the light rail stops.
- » How can we improve wayfinding. “Give me a line on the ground, like at Mayo and I’ll get to radiology.”
- » How do skyways fit into the conversation?
- » Is there a way to create gateways” like San Diego does with their neighborhoods.
- » Getting out of downtown and connecting to the broader metro area

Focus Groups Developers

DATE

May 11, May 18, June 3, 2015

WHO

Developer: 3 Companies.

Overview

In May 2015, the City convened three focus groups as part of the public engagement effort to begin reaching out to target audiences and organizations to build understanding of the downtown priorities and user desires for an improved public realm.

The goal for the Pathways to Places project is to engage the full range of Downtown Minneapolis constituencies in defining the future of our public realm, parks and public spaces.

Key Outcomes

INFORMING PRIORITIES

The attendee shared priorities in a round-table format:

- » Developers want a way to better understand the rules
- » Build partnerships between developers and a city liaison to better connect developers to solutions
- » Improve the transparency of how big picture plans translates to on-site implementation
- » Trees are the “Only public infrastructure that appreciates”
- » Develop policies on what is required, and how it is enforced
- » Parking fees should be changed so it is calculated based on total potential lost revenue and not “actual” lost. For example: fees are calculated based on meter time not when a car is actually parked in the space.
- » Create a system to depict how fees change based on doing something in lieu of fees
- » Create passive incentives to mitigate fees and active incentives in order to reward developers such as public amenities in lieu of paying fees like obstruction permits, meter revenue fees, etc.
- » Bury power lines
- » Every property should be required to plant trees.
- » Look at Stormwater Management Fees, this could potentially be a model for

incentivizing compliance.

- » There must be consistent and set guidelines of who's responsible for enforcing, implementing, and who's jurisdiction. Example: Projects are coordinated with a large range of stakeholders, Greening Downtown Committee(DID), the neighborhoods, Public Works, City Council, City Planning Commission, Development Services, Parks Board, etc.
- » How can there be guidelines and policies in place so that there is consistent delivery?
- » Explore alternatives such as a bid process of how lighting can be installed in the city
- » Properties benefit from a better public realm, but often the fees for permits eat up the budget.
- » Additionally, there is not a lot of clarity on what can be implemented in the public realm.
- » Connectivity wider sidewalks in Downtown East
- » Excited about what will happen on Chicago, significance of getting grocery store- walk from light rail to grocery
- » More connections to Soccer Stadium – A Loft sold out due to light rail connection
- » Walk from transit to hotel + amenities
- » Get development services working group
- » PDR – framework for implementation

Challenges

The participant shared their experiences:

- » There is an inconsistency in guidelines
- » All developers are currently not held to same standard
- » Would like to see across the river included as part of "Downtown"
- » Nicollet Island and East Bank have "no development guidelines"
- » Street lighting. Developers have to pay the City to buy, install lights. What if developers could bid lights on their own. This would reduce the cost to the develop significantly and incentivize them to do additional investments.
- » Fees associated with building permits, obstruction permits, and street closures are often taken from a projects architecture and public realm budget. If some of these fees could be recouped, more could go towards the public realm. Example: Ryan paid over \$450K for street closures on the 222 Hennepin project—What if those dollars when back into the streetscape or public realm?
- » There are not enough incentives to go beyond the base requirements for public realm improvements
- » It is sometimes challenging for staff to balance the code requirements vs. recommended practices from staff.
- » Construction details – structural soil – 150k – 200k
- » Does not like special service district for housing
- » Local vs. city initiatives – how can new development contribute to programming + ped. Environ.
- » A Loft Hotel – 60% of guests arrive w/o car by light rail?
- » Pull-over lanes at light rail stop to pick up guests
- » Connection on weekends to cultural events and how guests can be connected
- » How to drive food + beverage – there is an appetite for programming events + spaces – enabling more programming
- » Pinstripes – receptions for weddings – rooftop services – park board
- » PAXON – landscape flower beds – pre-approved permitting for green features – "How is permit going to slow down the process" – Planning Commission
- » Meet minimum standards for pre-approval
- » 1st Ave. challenged (not legible)
- » A Loft – Sidewalk – Nice Ride
- » 1 car per unit – less it would be difficult to finance project
- » Improve connectivity to Cedar Riverside
- » Elliot Park – how to connect through HCMC, maybe add 9th
- » Wayfinding to get across river @ Stone Arch from
- » More thinking to the east

Focus Groups

Breakfast Bites

DATE

Wednesday September 2nd, 2015

9:00-10:15am

LOCATION

Native American Community Development Institute (NACDI) – All My Relations Gallery

CITY STAFF

Lacy Shelby (CPED), Rattana Sengsoulichanh (CPED), Christine McDonald (NCR)

WHO

Over 10 attendees participated in the exercise. Attendees consisted of college students, working professionals, and community leaders in South Minneapolis.

Overview

The Department of Community Planning & Economic Development (CPED) engaged with the Native American community to solicit input for policy for the Downtown Public Realm Framework. City staff presented an overview of the project using a Power Point presentation. Attendees were then split into two small groups for discussion led by City Staff. Attendees were asked three questions surrounding barriers and obstacles experienced when experiencing the public realm and to describe their relationship with Downtown.

Group responses were recorded on poster boards, and main points were shared out to the larger group.

Discussion

Four key themes came out of the discussion: Existing Draws and Destinations, Safety, Connections, and Amenities & Community.

EXISTING DRAWS AND DESTINATIONS

- » Business, work and meetings
- » The three Farmers Markets including; Nicollet Mall, Mill City, and the Minneapolis Farmers Market
- » Sporting events at Target Field and Target Center and previously at the Metrodome
- » Bars, restaurants, theaters, and entertainment along First Avenue and North Loop
- » Shopping and commerce at Macy's and Target
- » Art events
- » Fireworks and celebrations such as Aquatennial
- » Tourist spots along Mill District and other historic sites
- » Downtown serves as a multi-modal transfer point

SAFETY

- » Sidewalk café seating impedes circulation on the sidewalks
- » Bad drivers

- » Lack of safety along 7th St., between Nicollet and Hennepin when accesses transit connections
- » Needs designated smoking areas
- » Areas Downtown are perceived as “no-go” zones and are unwelcoming
- » Perception of drunkenness and violence along 1st Avenue

CONNECTIONS

- » Metro Transit Downtown Bus fare zones are not legible for transit users
- » Skyway system is not legible and is hard to navigate
- » Not enough transit options to and along Downtown East
- » Expensive and limited parking selections with inconsistent parking regulations that change hourly

AMENITIES & COMMUNITY

- » Needs more trees that provide shading
- » Remove free newspaper stands, which often go unmaintained
- » Downtown lacks a “community” feel and a consistent theme
- » More Native American art, performances, and Native Graffiti Art Spaces
- » More cultural restaurants that cater to diverse populations
- » Needs more Mom and Pop stores
- » Increase the seating options and vegetation along Hennepin Avenue

- » Have varied vegetative species that are part of Native Community

Summary

- » Downtown does have current draws for the community that include business, work, entertainment and arts
- » Safety is a concern such as bad drivers, perceptions of drunkenness and violence, and the feeling of unwelcoming areas and destinations
- » Transit users have a difficult time getting to areas in Downtown East, and determining where Downtown Bus Fare Zones start and stop
- » Downtown lacks a “community” feel - It needs more Native American art and performances for the community to feel better connected to Downtown



Figure A.1 Focus group meeting, photograph by the City of Minneapolis

Focus Groups

African-American

Community

DATE

July 20th-August 24th, 2015

WHO

Surveys were distributed to community groups in North Minneapolis. From these responses, about 60% consisted of residents of Minneapolis, and the rest were from other places which includes St. Paul, and northern suburbs of Minneapolis.

Over 40 surveys were collected with about 75% from online responses.

Overview

The Department of Community Planning & Economic Development (CPED) engaged with the African-American community to solicit input for policy for the Downtown Public Realm Framework. CPED Staff worked with the Department of Neighborhood and Community Relations to find the best strategies to engage with the African-American Community. Paper and online surveys were distributed to the community groups on Monday, July 20th, 2015 and the responses were collected on Monday, August 24th, 2015.

Questions Asked

1. What modes of transportation do you use to get to and around downtown?
2. What brings you downtown?
3. What obstacles prevent you from coming downtown?
4. What features/activities would bring you downtown?

Key Outcomes

Transportation

- » About 76% of responders use cars to travel to and around downtown
- » 44% of responders use public transit to travel
- » Only 39% of the responders walk to and around downtown

Activities

- » 66% go to downtown for entertainment, night clubs and music
- » 59% go to restaurants
- » 49% go to utilize government services

Obstacles

- » There is not enough parking downtown
- » Traffic discourages people to go downtown

Features and activities

- » More festivals and markets that celebrate the African-American community
- » Affordable food options
- » More public spaces with better seating
- » Better access to public restrooms

Focus Groups

East African Community Meetings

DATE

Monday, September 14th, 2015

4:00-5:15, Somali

5:15-6:30, Oromo

LOCATION

Brian Coyle Center

WHO

The meeting was held at the Brian Coyle Center in the Cedar-Riverside neighborhood. Two communities make up the majority of the residents and workers in this area, which are the Somali and Oromo community. Each community had a separate meeting with interpreters who were available to interpret for community members and City staff. The Somali Community Meeting consisted of 10 community members with a mix of youth and elders. The Oromo Community meeting had over 14 attendees with the majority representing elder males.

Overview

The Department of Community Planning & Economic Development (CPED) engaged the East African community to solicit input for the Downtown Public Realm Framework. City staff presented an overview of the project via poster boards. Attendees were asked questions about their barriers and obstacles when experiencing the public realm and to describe their relationship with Downtown.

Key Outcomes

SOMALI COMMUNITY MEETING

Safety

- » Walkways are unsafe for elders when bikers ride on sidewalks
- » Lack of safety and access to Downtown
- » Perception of lack of safety, Cedar-Riverside feels like a little island away from Downtown
- » Worries about gentrification, especially along Samatar Crossing and 35W Lid concept.
- » Specific concern about the proximity of street parking to entrances/exits from parking lots and ramps within Riverside Towers, it is difficult to see around and is dangerous
- » Safer routes to schools downtown. A new charter school was opened and many residents in Cedar-Riverside attend the new school across the 35W in Downtown (Mill City High School).
- » Youth do not feel safe Downtown, especially 1st Avenue. These areas are avoided

Connections

- » Easier to get to travel to (using transit) and feel at home (knowing the workers and seeing other people like them) at Mall of America or Ridgedale Mall than going downtown
- » Better connections are needed to schools in Downtown
- » Lack of destinations and shopping Downtown
- » People are currently walking long distances to get around, not only because of

the lack of connection but also the possible routes don't feel safe. It would be important to not only make better connections but also to have a strategy to make the new routes known

- » The suggestion to have events where a group talks about or even walks the new route to help popularize/make known the connection would be more successful than maps

Amenities and Community

- » Block events and programming creates a sense of community and feeling like home, specific reference to the block party on Cedar Avenue.
- » More trees and greening to make walkways beautiful
- » Not enough trash and recycling bins in the neighborhood
- » Currie Park becomes overcrowded every evening, then people must travel down to Matthews Park. The tennis courts are not utilized in the park, many people play soccer and use the playground.
- » Elders need more seating along connections to walk to destinations in Downtown such as HCMC or Hennepin County Service Center
- » Meetings hosted by Council Members help popularize and connect people to sites and locations
- » Used to go to the Block E movie theater downtown, but since it is gone there is no need to go there anymore
- » The sidewalk improvements and widening (on 6th St) are very good, 100% improvement, broad support for more improvements like this.
- » More parking downtown, particularly street parking for short trips
- » Better street parking permit options in Cedar Riverside, on street parking is challenging for residents.

OROMO COMMUNITY MEETING

Safety

- » Feeling of danger or lack of safety when walking to stadium alone or with a group
- » Sidewalks are unsafe for elders because of bikers on the sidewalks
- » More lights

- » Do not feel safe, make considerations for safety for people who don't speak English
- » Elders feel unsafe on sidewalks, often bikers ride on sidewalks creating conflicts

Connections

- » Seniors and elders often do not have cars to drive
- » Not enough short-term parking or places to park
- » Lack of community connections would like additional pedestrian connections to downtown
- » Would like to see Oromo or Somali art in Downtown that would be an attraction for the community

Amenities

- » Not enough bus shelters during cold winter months
- » More trees and seating to be able to take a break, also if there is a garbage can nearby the elders would pick up the trash and throw it away near the seating areas
- » Utilize the empty spaces in Currie Park, a community garden or more seating
- » Lacy suggested the lot next to the nomad an opportunity site to explore alternative uses
- » Don't often go downtown, most places don't have an Oromo interpreter so have to wait for them to find one on the phone and makes it difficult, there is no reason to go there.
- » Desire to create a community garden at Curry Park, many in the community were farmers in their home country and do not have an opportunity to garden or farm in the current living situations
- » Additional garbage cans to ensure cleanliness of neighborhood

Summary

- » Safety is a top concern for elders due to the lack of lighting, limited connections across I-35W, conflicts with bikers and vehicular traffic in Downtown
- » Traveling to the Mall of America or Ridgedale Mall is easier than going to Downtown for many
- » Need more seating, garbage bins, opportunities for gardening and trees for elders to take breaks during walks through the park or when walking on the streets

Advisory Committees

The City of Minneapolis hosts Advisory Committees that play vital roles in reviewing and providing input on planning processes and shaping projects citywide. Staff engaged with several Advisory Committees seeking specific feedback and providing updates on the progress of the planning process. Advisory Committees were crucial to the development of the Downtown Public Realm Framework.

- » Minneapolis Advisory Committee on People with Disabilities [in process]
- » Minneapolis Tree Advisory Commission
- » Bicycle Advisory Committee (2)
- » Pedestrian Advisory Committee
- » DID 2025 Homelessness Committee
- » Minneapolis Advisory Committee on Aging

Advisory Committees

Minneapolis Advisory Committee on People with Disabilities

DATE

Wednesday, May 20th, 2015

4:30pm-6:30pm

LOCATION

Minneapolis City Hall 132

CITY STAFF

Lacy Shelby (CPED)

WHO

The meeting was part of a monthly reoccurring committee meeting. It consisted of representatives advocating to expand opportunities for all children and adults with disabilities throughout Minneapolis. There were over 10 people in attendance.

Overview

The Department of Community Planning & Economic Development (CPED) attended the Minneapolis Advisory Committee on People with Disabilities meeting which was hosted by the Department of Neighborhood and Community Relations. City Staff presented the Downtown Public Realm Framework Plan to committee members via PowerPoint. CPED staff then led a discussion about what types of improvements in the public realm community members would like to see.

Key Outcomes

- » Maintain widths and clearances consistent with Access Minneapolis
- » Recommendation to reduce obstructions in the Through-Walk Zone of sidewalks downtown
- » Concerns raised around pavement standards and materials
- » Multiple curb cuts along sidewalk is hazardous
- » Public restroom facilities are desired

Summary

- » Strengthen standards around planter placement in sidewalks downtown
- » Improve enforcement of standards and encroachments in pedestrian Through-Walk Zone downtown, i.e. sandwich boards, planters, and sign obstructions
- » Improve access to skyway from the street



Advisory Committees

Minneapolis Tree Advisory Commission

DATE

Thursday, December 10th, 2015

5:30pm-7:30pm

LOCATION

Minneapolis Park and Recreation Board Headquarters

CITY STAFF

Lacy Shelby (CPED)

WHO

The meeting was part of a monthly reoccurring committee meeting. It consisted of representatives advocating to enhance the Minneapolis urban forest and improve its long-term health. There were over 10 people in attendance.

Overview

The Department of Community Planning & Economic Development (CPED) attended the Minneapolis Tree Advisory Commission hosted by the Minneapolis Park and Recreation Board. City Staff presented the Downtown Public Realm Framework Plan to committee members via PowerPoint. CPED staff then led a discussion about what types of improvements in the public realm community members would like to see.

Key Outcomes

- » Support demonstrated for corridor typologies as illustrated in the Physical Framework
- » Support around clarification and definition around planting expectations in Boulevard
- » Concern raised over conflicting documents, i.e. Tree ordinance, Urban Canopy goals, Access Minneapolis
- » Interest in supporting additional green infrastructure approaches with tree planting
- » Tree grates are a tool that should be used sparingly

Summary

- » Strengthen connectivity to existing policy and documents with the Downtown Public Realm Framework and the Public Realm Guidelines
- » Ensure strategies are consistent with urban tree canopy goals and enhancement of tree health
- » Recommend additional graphic support to demonstrate expected outcomes for planting in the public realm



Advisory Committees

Minneapolis Bicycle Advisory Committee

DATE

Tuesday, June 16th 2015

4:00-6:00pm

LOCATION

Colonial Warehouse Building

WHO

Engineering Subcommittee

Overview

The purpose of this event was to inform the Bicycle Advisory Committee (BAC) about the Downtown Public Realm Framework and to understand principle interests and priorities the bike community has related to the public realm. A priority was to review the basic purpose and function of the plan, while soliciting feedback on the overarching goals and objectives.

Materials

City staff from Community Planning and Economic Development gave a presentation on the guiding principles, themes and format of the plan. The BAC was invited to participate in a discussion following the presentation and make recommendations to staff about priorities and desired connections.

Key Outcomes

- » Highlight future connectivity opportunities by leveraging the protected bike plan network, specifically the 3rd Avenue protected bike lane
- » Identify and clarify core street features versus “amenity” features. Are bike racks considered core features of the streetscape?
- » What capital project outcomes might result from the plan? Will any priorities be brought forward as part of the plan?
- » What role does a Downtown Bike Center have in the planning of a more connected downtown. The City should connect with the County.
- » Desire for increase in bike parking. Interest in compelling developers to add more parking adjacent to development sites.

Advisory Committees

Minneapolis Bicycle Advisory Committee

Overview

The purpose of this meeting was to update the Bicycle Advisory Committee (BAC) on the process and status of the Downtown Public Realm Framework and share the updated Physical Framework updates and Public Realm Guideline development. City Staff solicited feedback on specifics related to information necessary to cover as part of guidelines for bike parking.

Materials

City staff from Community Planning and Economic Development gave a presentation on the process of developing the Physical Framework and shared updated information on the public realm guidelines. Also shared was preliminary Implementation Toolkit features and concepts. The BAC was invited to participate in a discussion following the presentation and make recommendations to staff about updating specific features or missing pieces that would support the bike network Downtown.

Key Outcomes

- » Add Meter hitches to the bike rack typology feature list
- » Provide guidance for bike racks located next to building walls and include dimensions
- » Add considerations for snow removal and other maintenance features related to bike racks.
- » Continue to connect with and engage the BAC throughout the public comment period and provide detail draft sheets of bike parking guidance.

DATE

Tuesday, October 20th, 2015

4:00-6:00pm

LOCATION

Colonial Warehouse Building

WHO

Engineering Subcommittee

Advisory Committees

Minneapolis Pedestrian Advisory Committee

DATE

Monday, June 22nd, 2015

4:30-6:30pm

LOCATION

City Hall Room 212

WHO

Programs and Policies
Subcommittee

Overview

The purpose of the meeting was to inform the Pedestrian Advisory Committee (PAC) about the Downtown Public Realm Framework and to understand principle interests and priorities the pedestrian community has related to the public realm. A priority was to review the basic purpose and function of the plan, while soliciting feedback on the overarching goals and objectives.

Materials

City staff from Community Planning and Economic Development gave a presentation on the guiding principles, themes and format of the plan. The PAC was invited to participate in a discussion following the presentation and make recommendations to staff about priorities and desired connections.

Key Outcomes

- » Create a policy that requires each Capital Project to be evaluate for success
- » Desire for more ground floor retail
- » Pedestrian destinations should be enhanced
- » Surface parking lots detract from the public realm
- » Much of the public realm is given over to cars, how can dimension be captured for pedestrian enhancement.
- » Desire for a food truck lot
- » Skyways are undesirable and hard to navigate
- » Desire for enhanced wayfinding in skyways
- » Desire to improve transit shelters and access
- » What can be done to further minimize curb cuts and their dimensions Downtown
- » Desire for database of spaces where events could potentially take place
- » Can a model for programming be developed to foster a truly multi-functional Downtown?

Advisory Committees

DID 2025 Homelessness Committee

Overview

The purpose of the meeting was to inform the DID 2025 Ending Street Homelessness Committee about the Downtown Public Realm Framework and to understand principle interests and priorities for those representing the homeless community related to the public realm. A priority was to review the basic purpose and function of the plan, while soliciting feedback on the overarching goals and objectives.

Materials

City staff from Community Planning and Economic Development gave a presentation on the guiding principles, themes and format of the plan. The Committee was invited to participate in a discussion following the presentation and make recommendations to staff about priorities and desired connections.

Key Outcomes

- » Principle issue is access to affordable housing
- » Homeless sleeping quarters are tiny and socialization happens Downtown
- » Where the public realm is considered the living room for the homeless population
- » Makes places that are meaningful
- » Host complimentary amenities
- » Add affordable places to eat, like places for food trucks
- » Make places where low income populations feel comfortable and safe
- » Enhance safety of spaces and support socialization in those spaces

DATE

Monday, June 29th 2015

3:00-5:00pm

LOCATION

Westminster Presbyterian

WHO

DID 2025 Ending Street Homelessness Committee

Advisory Committees

Minneapolis Advisory Committee on Aging

DATE

Thursday, July 19th 2015

1:00-2:30pm

LOCATION

City Hall 331

WHO

The meeting was part of a monthly reoccurring commissions meeting for the aging community. It consisted of representatives from each of the wards in the city, and representatives from organizations that provide services to seniors. There were over 10 people in attendance.

Overview

The Department of Community Planning & Economic Development (CPED) attended the Minneapolis Advisory Committee on Aging meeting which was hosted by the Department of Neighborhood and Community Relations. City Staff presented the Downtown Public Realm Framework Plan to committee members via Power Point. CPED staff then led a discussion about what types of improvements in the public realm community members would like to see.

Key Outcomes

- » Livability has various factors and meanings for different stakeholders
- » Vegetation around statues at Loring Park are unkempt
- » Winter uses and maintenance is important due the variability of seasons in the city
- » Maintenance is needed along the community maintained vegetative median along 3rd Avenue
- » Explore adopt a park, adopt a garden concepts to maintain amenities such as community members at Peavey Plaza
- » Multiple curb cuts along sidewalk is hazardous

Summary

- » Strengthen partnerships with community members and organizations to maintain public amenities
- » Find strategies to maintain new and existing plantings around the city
- » Redefine livability to better reflect each community group



Public Meetings

Public meetings and open houses were an opportunity to engage and exchange ideas with the community around the Downtown Public Realm Framework Plan. Attendees were invited to share ideas, voice opinions and discuss projects and practices relevant to their neighborhood. These events typically included a public presentation, followed by an open house format where participants could view posters, participate in engagement exercises and ask questions of staff. The meetings were an opportunity to share with the public and to gather feedback and perspectives on priorities for the plan.

- » Public Realm Framework Community Meeting 1 (Central Library)
- » Public Realm Framework Community Meeting 2 (Walker Arts Center)

Public Meetings

Public Realm Framework Community Meeting 1–Central Library

DATE

Monday, August 10th, 2015

6:00-8:00pm

LOCATION

Central Library Community Meeting

CITY STAFF

Kjersti Monson, Lacy Shelby, Peter Crandall, Rattana Sengsoulichanh

WHO

Ward 3 Council Member Jacob Frey, City of Minneapolis Staff, Minneapolis Parks and Recreation Board Staff, and representatives from the Downtown Improvement District were in attendance. In addition, nearly 50 individuals were in attendance and participated in the exercises. This comprised of residents, students, workers, and community members.

Overview

The purpose of this event was to inform community members of the Downtown Public Realm Framework and get input about improvements that they would like to see in the public realm and plazas.

Presentation

Council Member Frey started with opening remarks highlighting the importance of having a public realm framework due to the increase in development in Downtown. City and Park Board staff presented a Power Point about the project, process, and outcomes of the framework. After the presentation attendees were asked to join City staff to participate in various engagement activities.

The objective of the open house was to engage community members about the project and solicit feedback on how to improve public spaces in Downtown. This was accomplished through five different engagement activities, and feedback was recorded on note cards at the Physical Framework and Placemaking tables.

One activity was called “Physical Framework” which asked participants to place stickers on locations on a map which should be considered for improvements. This included destinations and connections. Participants were then asked to write thoughts and suggestions about the proposed Physical Framework on a note card.

Another activity was called “Placemaking” which invited participants to pick a photograph from a variety of selections that speak to what they would like to see added to the public realm. Similarly to the “Physical Framework” table, participants were directed to record their thoughts on a note card.

At a third activity participants were asked to participate in a dot exercise. Responses were recorded using dot stickers. For the final question participants were asked an open ended question, which were recorded using a post-it note and markers.

Other activities include an online survey of how people currently use downtown, and an exhibit which consisted of video interviews, and picture boards of people who use downtown and the changes that they want to see, and an intercept board exercise with six questions on poster boards and dots were placed on their responses.

Over 45 community members signed in and participated in engagement activities.

Key Outcomes

PHYSICAL FRAMEWORK

- » Downtown East Light Rail Station to the river is a major pedestrian connection
- » More pedestrian walkways and passageways across Washington Avenue to the river
- » Improve connections between Nicollet Mall to Loring Park via the Loring Greenway
- » Grant Street is a major connection between Loring Greenway and the Convention Center
- » Better connections from the Cedar Lake Trail to Washington Avenue
- » Improve access from the Federal Reserve and Gateway Park to the river

PLACEMAKING

- » More seating and public amenities
- » Have more public restrooms in park areas
- » Create more winter activities
- » More interactive placemaking features
- » Have more places for pets
- » Encourage developers to have improved architecture design
- » More bike facilities, storage, and repair shops
- » Encourage more programming in site specific and event areas
- » More street furniture along the river and near the Stone Arch Bridge



Figure A.2 Central Library Community Meeting, photography by the City of Minneapolis

Public Meetings

Public Realm Framework Community Meeting 2–Walker Art Center

DATE

Thursday, October 22nd, 2015

6:00-8:00pm

LOCATION

Walker Arts Center, Skyline Room

CITY STAFF

Kjersti Monson, Lacy Shelby, Peter Crandall, Rachel Kerber

WHO

Ward 3 Council Member Jacob Frey, MPRB Commissioner Anita Tabb –District 4, members of the Steering Committee, City of Minneapolis Staff, Minneapolis Parks and Recreation Board Staff, MPRB consultants (from LHB, SRF, and MIG). In addition, nearly 50 individuals were in attendance and participated in the exercises. This comprised of residents, students, workers, and community members

Overview

The purpose of this event was to give the community a preview of the Downtown Public Realm Framework Plan to the community members and Steering Committee, to also get input about improvements that they would like to see in the public realm and plazas. This was a joint event with the Minneapolis Parks and Recreation Board, in conjunction with their design week.

Presentation

Council Member Frey and Commissioner Anita Tabb started with opening remarks. Bruce Chamberlain presented a summary of the MPRB Downtown Service Area Masterplan process and an introduction to the results from the Design Week workshop. Following the MPRB Power Point presentation Kjersti Monson presented the Downtown Public Realm Framework Plan preview. After the presentation attendees were asked to join MPRB and City Staff to participate in various engagement activities

The objective of the open house was to give the community a preview of the Downtown Public Realm Framework Plan to the community members and Steering Committee, to also get input about improvements that they would like to see in the public realm and plazas.

Activities included:

- » Feedback provided on prepared boards with notes posted to then boards and discussion on the designs from the MPRB resulting from the Design week activities
- » An opportunity to discuss the Downtown Public Realm Framework Plan and an engagement activity of answering the question “what is your downtown” and posting the responses on a board

Key Outcomes

FEEDBACK ON PLAN

- » Public Racks!!!- No more “Must be employee of blank” to use rack. . .and more racks
- » How do bicycles fit, what are the bike-friendly routes?
- » Lyndale Connection to Farmers Market
- » Connection from Lasalle to Loring Greenway
- » Connect Farmer’s Market to broader community

RESPONSES TO “WHAT IS YOUR DOWNTOWN?”

- » Shady
- » Ever changing/Dynamic
- » Sometimes messy-litter!
- » Variety/Exciting
- » Active/Safe/New Development/More Bike Parking/Less Cars
- » Active
- » Active/Green/Bike-able/ Walk-able



Figure A.3 Public meeting at the Walker Art Center, photograph by the City of Minneapolis

Public Events

Community events and fairs offered City staff a unique opportunity to meet residents, visitors and workers while participating in a fun and enjoyable activity. Partnering with local groups and organizations to participate and meet the community in their neighborhood offered increased visibility of the project and planning process, and reduced barriers for engaging directly with the agency and City staff. Each event hosted offered a venue in which to host displays, ask questions, and participate in shared learning exercises while building relationships with the Community.

- » Mini_Polis
- » Lyndale Open Streets
- » Mill City Farmer's Market
- » Loring Park National Night Out
- » Downtown Open Streets

Public Events

Mini_Polis

DATE

Saturday, June 6th, 2015

1:00-3:30pm

LOCATION

Minneapolis Convention Center

CITY STAFF

Lacy Shelby

Overview

The purpose of this event was to inform the community about the Public Realm Framework and to understand how the community uses the public realm. We solicited input from the community about features they would like to see added to the public realm and open spaces.



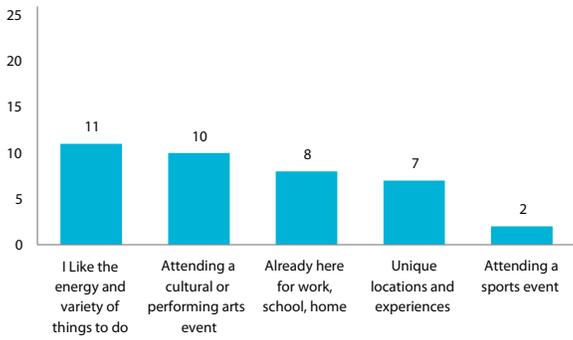
Figure A.4 Mini-polis at the Convention Center, photograph by the City of Minneapolis

Materials

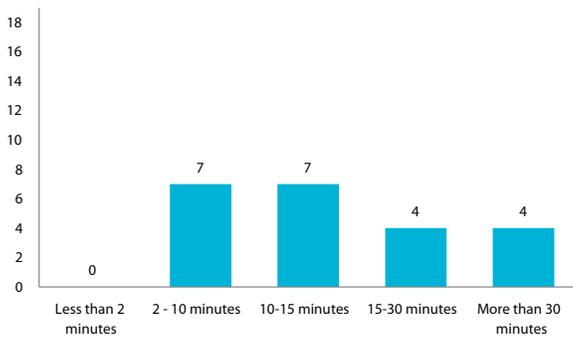
City staff from Community Planning and Economic Development staffed a booth at the public building workshop for mini_Polis, an art installation for the annual Creative City Challenge for artists to compete to install their artwork on the Minneapolis Convention Center Plaza. The event attracted artists, community members, and residents together to finish the installation on the plaza.

Attendees participated in an exercise to answer six questions on poster boards, and their responses were recorded using dot stickers. For the final question participants were asked an open ended question, what they would like to see added to downtown parks and public spaces. This response was recorded with a marker on a post-it note, and placed on the board.

What Brings You Downtown to Have Fun, Play, or Enjoy Yourself?



How Long Would You Travel to a Favorite Park or Activity Downtown?



When Are You Most Likely to Visit a Park or Spend time Outdoors Downtown?

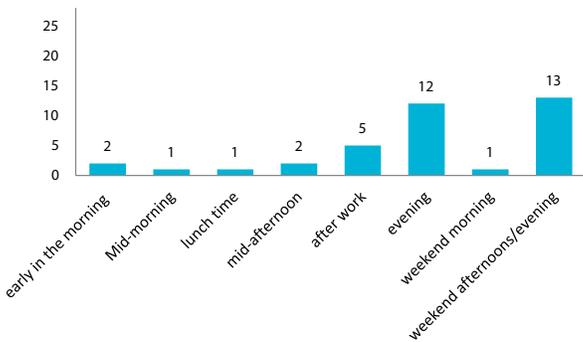
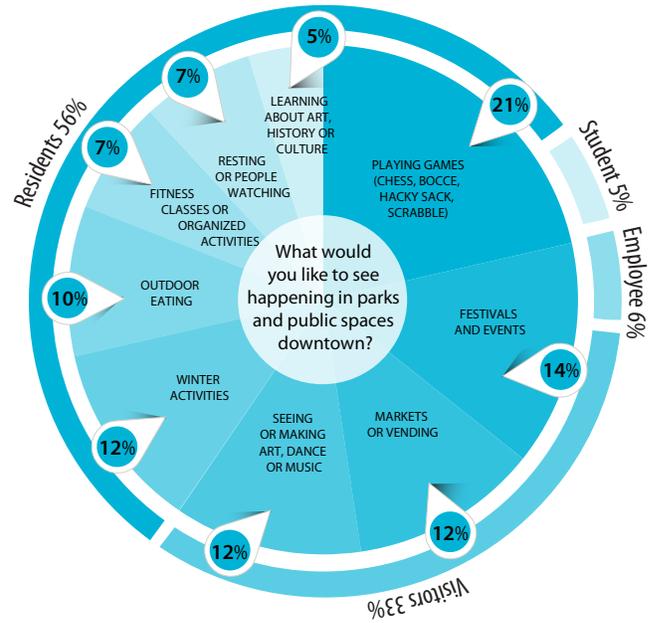


Figure A.5 Mini-polis charts

About 20 people participated in the intercept board exercise. 60% of the participants live, work, or go to school Downtown.

Key Outcomes

- » Create more spaces for street musicians and performance arts
- » More spaces that are orientated for teenagers and youth so that it is safe
- » Create more ways to have public art and urban gardens



Public Events

Lyndale Open Streets

DATE

Sunday, June 7th, 2015

12:00-2:30pm

LOCATION

Lyndale Avenue South and West
29th Street

CITY STAFF

Lacy Shelby, Rattana
Sengsoulichanh

Overview

The purpose of this event was to inform the community about the Public Realm Framework and to understand how the community uses the public realm. We solicited input from the community about features they would like to see added to the public realm and open spaces.

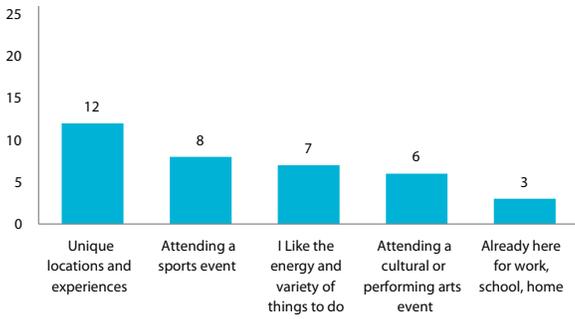


Figure A.6 Lyndale Open Streets, photography by the City of Minneapolis

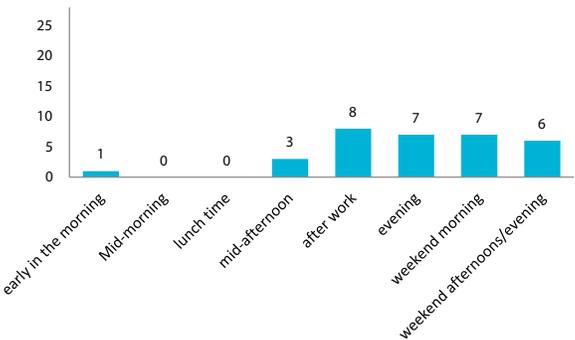
Materials

City staff from Community Planning and Economic Development staffed a booth at the Lyndale Open Streets, an annual event in which brings community members and businesses together. Participants were asked to answer six questions on a poster board, and their responses were recorded using dot stickers. For the final question participants were asked an open ended question, what they would like to see added to downtown's parks and public spaces. This response was recorded with a marker on a post-it note, and placed on the board. In an additional exercise participants were asked to select from a pile of images of features in the public realm in which they would like to see downtown, and describe why elements they enjoy.

What Brings You Downtown to Have Fun, Play, or Enjoy Yourself?



When Are You Most Likely to Visit a Park or Spend time Outdoors Downtown?



How Long Would You Travel to a Favorite Park or Activity Downtown?

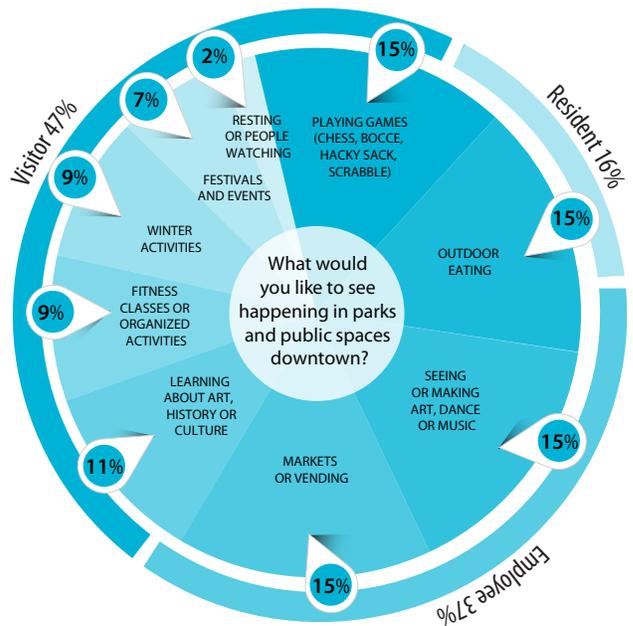
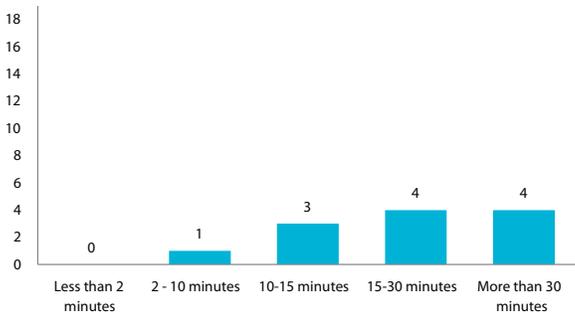


Figure A.7 Lyndale Open Streets charts

About 20 people participated in the intercept board exercise. Half of the participants live, work, or go to school Downtown.

» More programming and festivals

Key Outcomes

- » Even distribution of seating other than along Nicollet Mall
- » More shading areas and natural plantings
- » More children orientated features such as water fountains
- » Centralized meeting space such as a Rice Park in St. Paul

Public Events

Mill City Farmer's Market

DATE

Saturday, August 1st, 2015

8:00am-1:00pm

LOCATION

Mill City Farmer's Market, Mill City Museum

CITY STAFF

Lacy Shelby, Peter Crandall, Rachel Kerber, Rattana Sengsoulichanh

Overview

The purpose of this event was to inform the community about the Public Realm Framework and to understand how the community uses the public realm. We solicited input from the community about the things that they would like to see added to the public realm and open spaces. In addition to this participants were also invited to the community meeting on August 10th, 2015 at the Central Library for the project reveal.



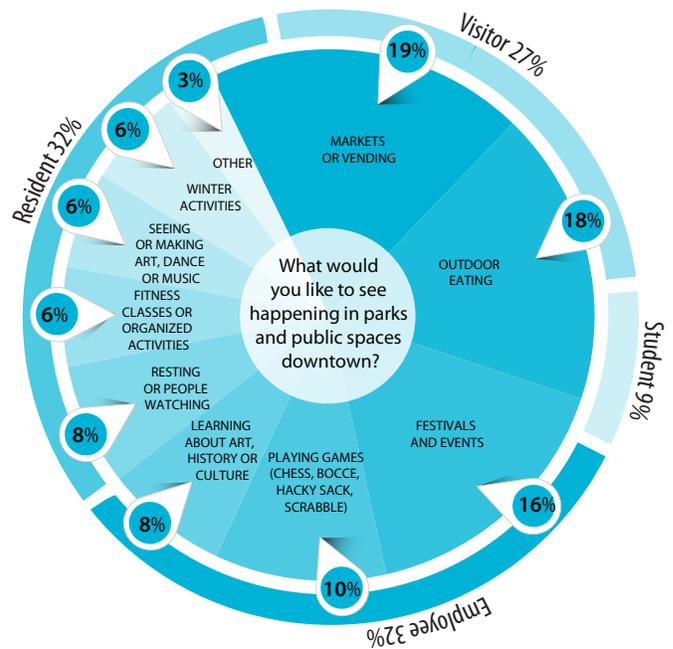
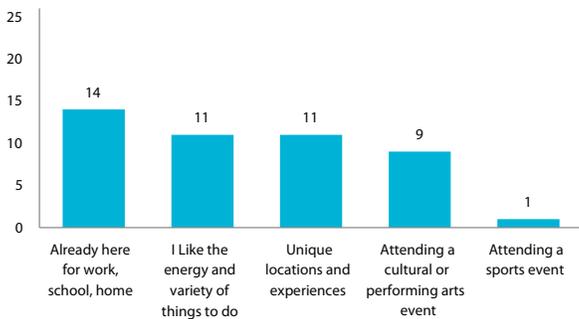
Figure A.8 Mill City Farmer's Market, photograph by the City of Minneapolis

Materials

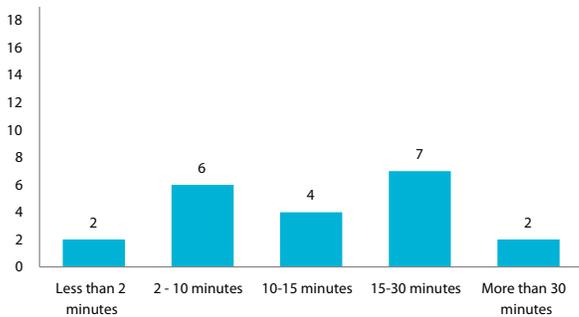
City staff from Community Planning and Economic Development staffed a booth at the Mill City Farmer's Market and conducted an intercept board exercise. Participants were asked to answer six questions on a poster board, and their responses were recorded using dot stickers. For the final question participants were asked an open ended question, what they would like to see added to downtown's parks and public spaces. This response was recorded with a marker on a post-it note, and placed on the board. A total of 36 individuals participated in this exercise.

As participants were leaving they were given a flyer to attend the community meeting

What Brings You Downtown to Have Fun, Play, or Enjoy Yourself?



How Long Would You Travel to a Favorite Park or Activity Downtown?



When Are You Most Likely to Visit a Park or Spend time Outdoors Downtown?

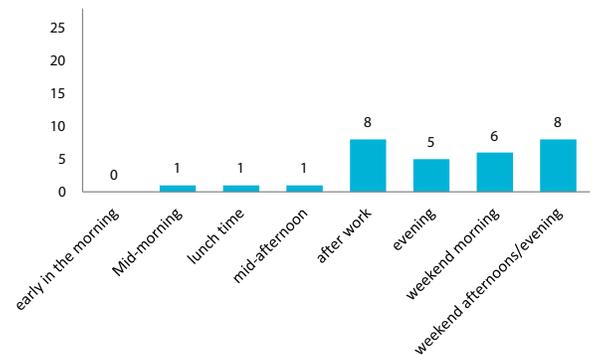


Figure A.9 Mill City Farmer's Market charts

on August 10th, and a flyer to the project website.

Key Outcomes

- » More green spaces and pocket parks
- » Better walking access from downtown to the river
- » More regularity in programming of public spaces
- » Outdoor theaters and programmable spaces

- » More shopping downtown
- » Interactive pieces of amenities such as public art walls, ping-pong tables
- » Additional seating for places to have a break for lunch with tree shading
- » Spaces that accommodate families and kids

Public Events

Loring Park National Night Out

DATE

Tuesday, August 4th, 2015

5:30-8:30pm

LOCATION

Loring Park National Night Out

CITY STAFF

Lacy Shelby

Overview

The Department of Community Planning & Economic Development (CPED) engaged residents and community members to solicit input for the Downtown Public Realm Framework. City staff presented an overview of the project via poster boards. Community members were asked questions of what they would like to see added to the public realm and open spaces in Downtown Minneapolis.



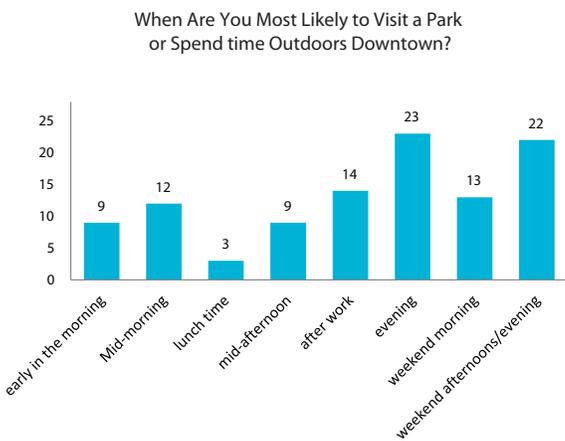
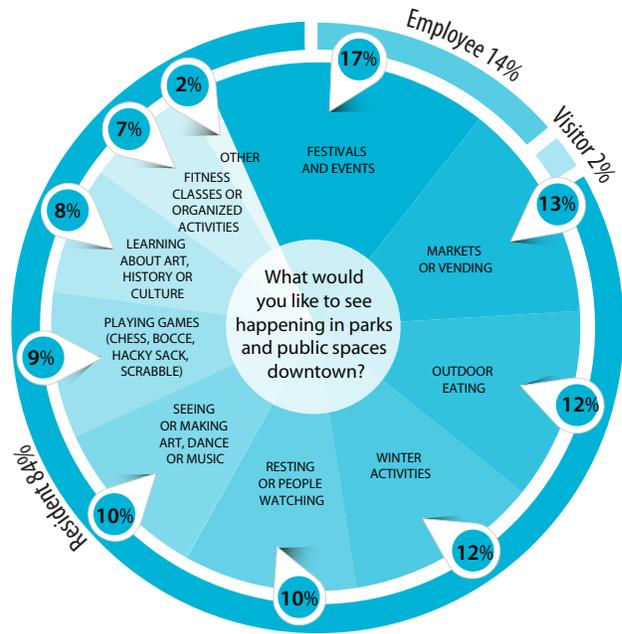
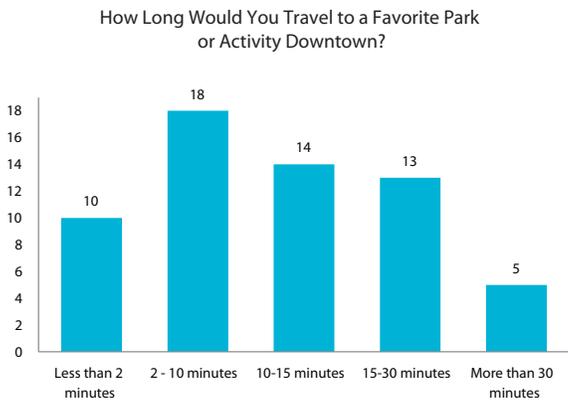
Figure A.10 Loring Park National Night Out, photograph by the City of Minneapolis

Who

CPED staff hosted a booth at the Loring Park National Night Out. National Night Out is an annual block event hosted by communities around the country with a purpose to encourage residents and workers in the area to get out and learn about their neighbors.

Attendees participated in an intercept board exercise and asked six questions on a poster board, and their responses were recorded using dot stickers. For the final question participants were asked an open ended question, what they would like to see added to downtown's parks and public spaces. This response was recorded with a marker on a post-it note, and placed on the board.

Over 50 people participated in this exercise with about 80% composed of residents in the area.



What Brings You Downtown to Have Fun, Play, or Enjoy Yourself?

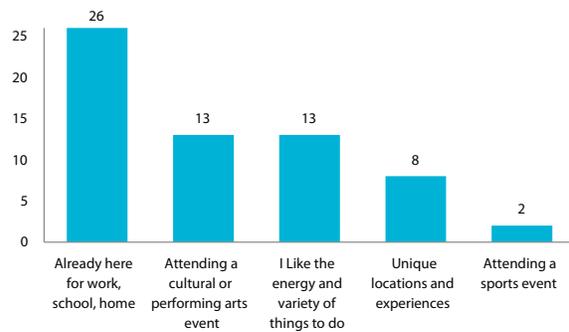


Figure A.11 Loring Park National Night Out charts

Key Outcomes

ACTIVITIES AND PROGRAMMING

- » Transparent information about how to get new recreational equipment in the park
- » More activities and spaces for dogs such as off leash and dog swim areas
- » Casual eating spots

SAFETY

- » Improve pedestrian crossing at W. 15th St. and Oak Grove St. because of safety concerns for walkers

- » Minimize neighborhood disruptions and traffic congestion due to large events hosted in Loring Park

MAINTENANCE

- » Control and maintain cattails and vegetation in Loring Park
- » Repair Berger Fountain
- » Maintain park infrastructure such as tennis courts, walking and biking paths
- » Have more garbage cans and recycling bins to reduce litter in the park

Public Events

Downtown Open Streets

DATE

Sunday, August 23rd, 2015

12:00-5:00pm

LOCATION

1st Avenue North, between
Washington and 3rd St North

CITY STAFF

Lacy Shelby, Rattana
Sengsoulichanh

Overview

The purpose of this event was to inform the community about the Public Realm Framework and to understand how the community uses the public realm. City staff solicited input from the community about the things that they would like to see added to the public realm and open spaces. Downtown Open Streets is an annual event held in various communities in Minneapolis.



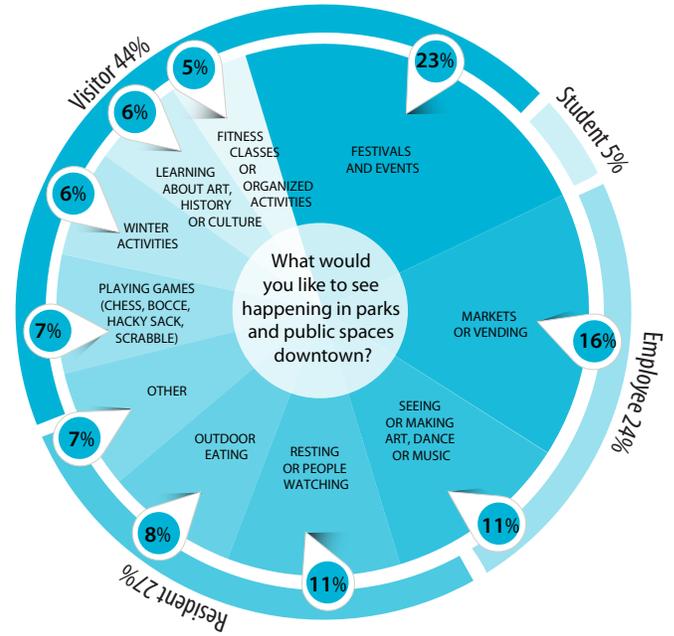
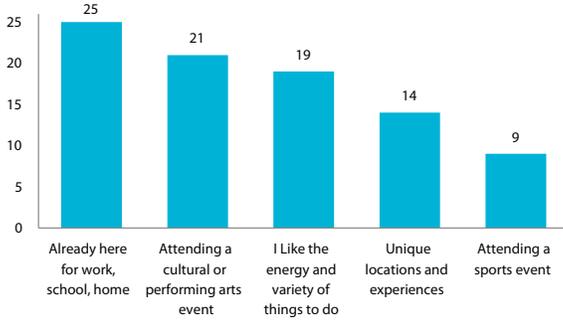
Figure A.12 Downtown Open Streets, photograph by the City of Minneapolis

Materials and Participation

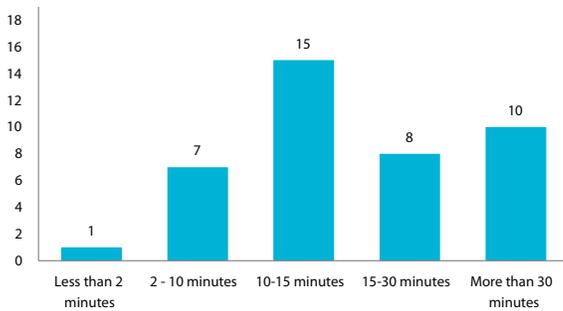
City staff from Community Planning and Economic Development staffed a table at the Downtown Open Streets and conducted an intercept board exercise. Participants were asked to answer six questions on a poster board, and their responses were recorded using dot stickers. For the final question participants were asked an open ended question, what they would like to see added to downtown's parks and public spaces. This response was recorded with a marker on a post-it note, and placed on the board.

Over 50 individuals participated in this exercise. About 40% of the participants were made up of visitors, 28% were residents of Downtown, with the remaining made up of employees that works Downtown.

What Brings You Downtown to Have Fun, Play, or Enjoy Yourself?



How Long Would You Travel to a Favorite Park or Activity Downtown?



When Are You Most Likely to Visit a Park or Spend time Outdoors Downtown?

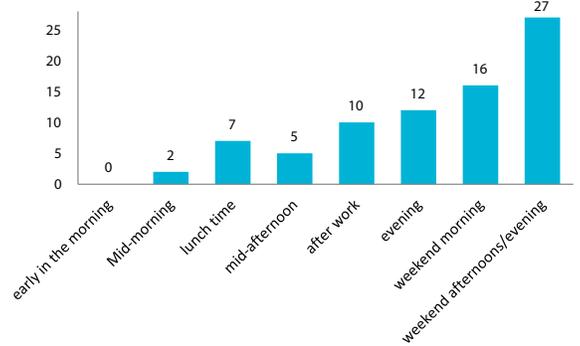


Figure A.13 Downtown Open Streets charts

Key Outcomes

ACTIVITIES

- » Create activity nodes that are at destinations along the river
- » More small music venues and performance spaces
- » More activities that are geared towards youth such as bike training, fishing spots, and ice skating
- » There are not enough destinations and spaces for dogs in

the North Loop

GREENING AND INFRASTRUCTURE

- » More bike infrastructure and storage facilities
- » Improve bike connections between trains so that they are more comfortable
- » More rain shelters and pollinator gardens in Downtown
- » Need a better connection to the river

Artist Engagement Intercepts

The City of Minneapolis worked with artist Stephanie Glaros to collect and catalog interviews with Downtown visitors, residents and workers. Her role was to engage with individuals and groups asking specific questions about their experience in Downtown Minneapolis. These intercepts are cataloged and will be categorized by key word themes. Reoccurring themes are highlighted in the Downtown Public Realm Framework document.

» Anthony Bond

» Anthony Ricci

» Ben Jensen

» Ethan Ramsey

» Hani Ali

» Jameisha Exum

» James Neville

» John Wilson

» Josie Erlanson and Kelli
Anderson

» Kathy Barksdale

» Keri Baker

» Kevin Ryall and Matthew
Vandenberg

» Leah Erickson

» Lebron Patterson

» Lindsey Hamilton

» Lisa Powell

» Mahlet Tamrat

» Marlene and Adam
Bartlett

» Nicole Goodman

» Nina Brown

» Ray Mitchell

» Resa Tombers

» Theodros Tamrat

» Tony and Joan Orozco

» Twins Fans

» Walter Balboa

» Young Lei and Huimin
Yuan

Artist Engagement Intercepts

Anthony Bond



© Stephanie Glaros

Figure A.14 Anthony Bond, photograph by Stephanie Glaros

Transcript

"I just come down for the nightlife...I usually drive. They have a few parking lots that's off of Hennepin Avenue that's close by 6th and also by, I think it's 4th...I think they need more parking, free parking at that. They got the transit and buses, but if they can come up with somethin' that's a little bit more convenient for those who just can't afford (it), or people who would just like to come downtown to enjoy art or whatever, have somethin' that's available for them...I think it'd be more positive if they had less club nights, and more family outing nights, or block party nights, where everyone can generally come down and just enjoy the nightlife, versus, like, a certain demographic of people just comin' down to go to the clubs...Kind of like how they do the Taste of Minnesota? Do like a Taste of Downtown Minneapolis, or somethin' like that. Food events bring me out to downtown more, and family outings, family events where you can bring your kids to. 'Cuz I got teenagers."

"Do you ever have any safety issues?"

"Sometimes, yes I do, and that's only because of the younger generation now that's coming up. They're a little bit more rowdier. They don't have the guidance that we had growing up. Older people kinda like lettin' 'em know the rights and wrongs. I think being around younger crowds is kinda dangerous because

they're a little bit more daring, they're more rambunctious than we were...The language, the use of words, the way they are with each other. They're quick to fight as opposed to (trying to) resolve it. I think that's why a lot of 'em get locked up, and a lot of stuff is goin' on as far as deaths and stuff like that. I think if they had proper guidance that would be better for the general public altogether, because of how they can perceive, and how the public perceives them...My favorite thing about downtown Minneapolis is the different events that they can have, like plays, I love plays. I been to two plays down here. And then the restaurants, I love the restaurants...I really like downtown Minneapolis, it's more going on."

*-Anthony Bond
Visitor*

Artist Engagement Intercepts

Anthony Ricci



Figure A.15 Anthony Ricci, photograph by Stephanie Glaros

Transcript

"I'm pretty much here (at Caribou) every day, 'cuz it's quiet. It's not like going to one of the Caribous downtown, because they wanna rush people in and out. Here, if I want to I can go on my Facebook, and play my games if I want to. Things like that.

I'll come down Glenwood, and then I walk back behind the back part of Target Field, right into Caribou...Routes that we take to get here is basically to avoid the hustle and bustle of downtown... Minneapolis isn't like what it used to be. I've grown up here, I've lived here all my life. It really has changed...We're growing up.

We're losing our identity to that, to growing up. And I hope that it finds itself again to bring it back to what it was. 'Cuz this is a great city, it really is. I just don't want it to lose itself. We used to call it a 'big city with a small town atmosphere,' and it's lost that. You could walk anywhere in Minneapolis, and somebody would 'Hey, how you doin?'" Now people just look at the ground, or too busy on their phones to say hello, or do anything like that. So that's why, myself and my friends, we pretty much avoid going directly downtown, unless we have to.

When I was growing up, you could go downtown and you could go to the movie theater, the Skyway theater. Now it's a nightclub. There are no movie theaters down here. It was more family-friendly back when I was younger, and when I was raising my son in my twenties, than it is now. It is more geared for adults. And the kids that are down here are a lot different than my age group back in the 80s and 90s. This is a way different breed of children. They are way different. They don't care. Because they have the internet, they have Facebook. They have all this stuff comin' in at 'em. Your friend of a friend of a friend who posts a couple of friends beating up on one another. So the whole world gets to see it. 'Well, hey, if they can do it, why don't we do it?' And it's constant, and it's gettin' worse.

We could walk downtown right now and I guarantee you, four or five young black men will ride past us and go 'I got loud.' Meaning they have marijuana. 'Cuz they think that's the only way, that's what they see their favorite artists do, so they think that's all they have...There's nothing for kids...When I was a kid, you'd come downtown and you'd have fun, there were things for you to do. You could go to the arcades. They took all that out. You could go to a comic book store. So kids don't have anything. What do they do? They hang out at the library, they hang out where they see all the other kids, so they can be cool.

A lot of African-American children, a lot of Asian-American children, don't know how to camp. Don't know anything about the outdoors. Don't know how fun it is to be outdoors. They wanna, what do they say? 'Post up with their friends downtown.' Bring back the summer programs, bring back the parks. We used to go to parks in the afternoon, and we used to have lunch. They provided us with a little lunch, milk and everything, with fruits and everything, and it was fun. We went there every day. And we'd play football or baseball or do anything. Nowadays, none of that. Bring back those programs and give it to the children in low income neighborhoods, as well as kids in good neighborhoods.

Block party in the summertime was the best time, 'cuz it brought everybody together in this city. They were so fun. They did a free concert downtown, and it was great. I don't know if there were

any problems, but it was a good time. There were a half a million people downtown Minneapolis, walkin' around, buying food. Bring that back. Show them that.

Stop making the Aquatennial so one-sided. Minorities are not gonna join in anything where they feel that it's nothing but for Caucasians. Start going into the neighborhoods, start going into schools, start teaching them about the history of the Aquatennial parade. Start gettin' them to be in the pageants, cuz there are a lot of very beautiful black women in North Minneapolis. Who never think 'Oh, well...' Have very low self-esteem, 'I'm not good enough.' Because they look at television and they see white women just for King Boreas...There are a lot of African-American vets who live over North, and there is no VFWs. Start getting the one that's in Robbinsdale involved in it, to do the Aquatennial parade. There are a lot of creative people, and there are a lot of people that would help if they knew. But they're washed away. But you get them involved in making a float, or get a band together and march in the parade. Show their pride in North Minneapolis."

*-Anthony Ricci
Resident*

Artist Engagement Intercepts

Ben Jensen



Figure A.16 Ben Jensen, photograph by Stephanie Glaros

Transcript

"I work in the IDS, right here on the corner, and then I live down closer to Loring Park...I walk to work, so in summer (and) fall when I can tough it, I'll walk down Nicollet. I'll take the skyway in winter, or drive if I really need to, but I'd say I walk to work probably 80% of the time.

I obviously go out. Restaurants, bars, things like that around here. So I'll go out down Nicollet, just 'cuz I'm pretty close to it, but over towards First Avenue as well...There's plenty to do downtown, and it's one of the reasons I live down here. I've never really had 24/7 availability for those kinds of things. It's enjoyable, you can pretty much do whatever you want at your fingertips. I also do grocery shopping downtown. Twins games, Timberwolves games, I go to all those as well. There's just so much going on. Those kinds of things, concerts, whatever's going on at the time. Yeah, pretty much everything, one-stop-shop...I would say the one thing that (downtown is) missing would probably be more shopping. There's not a lot of street-level retail. I mean, you have Macy's down here, did have Saks Off Fifth, which is coming back, but those are pretty much the only two things down here. So I would say that kind of retail would be a good addition down here.

I'm from Milwaukee originally, but I'd say (Minneapolis) has a lot more green space, which makes it enjoyable. (I'll) go on runs, and try and get out and see some of the scenery a little bit when you can. Obviously better in the summer months, not so much in the winter. For the most part, I would run Loring Park, through the

Walker, and over through the Kenwood area, so along the Cedar Lake Trail as well. I kinda go more West outside of the city. That's the main route that I go. There's just plenty of spaces where you can kind of connect, where you're not just running through the city. You can kinda feel like you're outside of it in a sense. It's really enjoyable, even just running down Nicollet Mall and bouncing around, there's plenty of places to go, and plenty of routes that you can take that aren't blocked off or anything like that.

I think they do a good job with the Downtown Improvement (District) folks, they're always around. There's always a lot of activity, which I think can kinda push crime away. I don't ever feel unsafe, but I'm also a big guy, so it's not like I feel threatened necessarily. It's well-lit, things like that...I think they do a really good job of making everything pretty convenient, and I think this renovation will help a lot, making it a little more vibrant. Some more green patches, I think that's helpful. When you get stuck in a cityscape, it's good to see some green, and some things that take you outside the city in a sense."

- Ben Jensen
Resident/Worker

Artist Engagement Intercepts

Ethan Ramsey



Figure A.17 Ethan Ramsey, photograph by Stephanie Glaros

Transcript

"My name's Ethan Ramsay...I take the Megabus, like, 5 times a year, from Minneapolis to Chicago."

"Have you ever had difficulty locating the Megabus (bus stop)?"

"Yeah, definitely once it moved, the first time. And actually a couple times since then. It's just very hard to figure out exactly where it is with the ramp and everything, me not knowing the city extremely well because I'm a visitor...It's a hard place to find for sure."

"How were you able to find it?"

"You know, actually I remember the first time, we actually saw the Megabus and then we just followed it. Since then, now I've gotten used to it. I now recognize Sexworld, and from Sexworld I'm all good."

"What would help solve that problem?"

"Signs, at least off the main streets would help...They once had the bus stop in a different location, and that was a lot easier to find. So either moving it, or using signs, making it easier to find it."

"What was the other location where it was easier to find?"

"Between the football stadium and the Guthrie. It was in a parking lot. Megabus uses parking lots a lot, they do it in St. Paul. But, for whatever reason, this one's particularly hard to find...I think the ramp is what makes it really hard to find for whatever reason. Especially being a visitor, Google Maps (laughs) is very hard to understand how this part of the city works..."

-Ethan Ramsay
Visitor

Artist Engagement Intercepts

Hani Ali



Figure A.18 Hani Ali, photograph by Stephanie Glaros

Transcript

"I work at Macy's and I also go to school here. The Art Institute, Fashion Design. I take the train. It's very convenient. Three stops later, I'm everywhere...I like to eat, especially in the skyway, there's a lot of food and restaurants. We do grocery shopping sometimes, and then the veggies and fruits, like, on the streets. Me and my aunt get them sometimes, like every Thursday...I see a lot of people come out to bars and stuff like that, but I can't relate to that."

"When you're trying to get where you need to go downtown, are there any hurdles or anything that gets in your way of getting where you need to go?"

"I try to stay safe. I try to leave early, come back early. Just stay away from trouble and stuff like that. Especially at a certain time. Like, I stay late for school, and then I have to get help, or go with somebody, or get picked up...I see police cars drive around, but maybe at nighttime more often? And then there's always groups of people, and when you're walking by they would say things. Stuff like that, if there was a way of checking up on that, it would be better."

"Are there any particular areas where you're running into that more than others?"

"This area, exactly this area, underneath Marshall's. There's always a group of guys and girls. Young kids, actually. It's unsafe. And then even if I see them right before that, and then I try to cross the street, they will say something because of the action that I just did, where I just walked away...Sometimes I see drunk people, Thursdays, Fridays, and then the weekends. They would

say things to other people or whatever, but I ignore it."

"What kinds of things do people say to you?"

"Mostly just name-calling. Or things that are on the news. You know, like, 'You're bombing this and that, blah blah blah.' And I'm just like, 'Okay, whatever.' I had an incident in the train actually, a guy yelling at me, saying 'Next time you decide to bomb something, blah blah blah.' And I was just like, oh my god, are you gonna do something to me? I was so scared. I was worried that he was gonna get off at the same stop as me, but he didn't. Things like that, that you see, and you experience a little bit."

(My) favorite thing (about downtown) is you see everybody. People that do work, people that don't work. For me, in the mornings, I get motivation a little bit, where everybody's going to work, or doing something. In the summertime I see a lot of musicians and stuff like that. But I wish there was more art, or multicultural stuff. You know, people can go to hang out and get to know people. For example, 'Cultural Night,' or something like that. Somewhere where people were expressing themselves. I would like that kind of thing. It would be really good."

-Hani Ali
Worker

Artist Engagement Intercepts Jameisha Exum



Figure A.19 Jameisha Exum, photograph by Stephanie Glaros

Transcript

"I think (U.S. Bank Plaza) is pretty comfortable. It's quiet, it's pretty clean. There's flowers."

"How do you get downtown?"

"I catch the bus or catch a ride, whichever one's faster. The buses move pretty good. Lotta traffic, but otherwise it feels fine."

"Besides work, is there anything else that you like to do downtown?"

"Come to the (Central) library, use the computer. The last time I was (there), I got a book. Filled out an application...There's a lot of stuff to do (downtown). Lotta foods to try, I love to eat. I do a lot of walking, so the skyway's are pretty cool. I like the stores. And it seems like every time I walk through the skyway, I find a new skyway and a new store. So it's always nice to see stuff you've never seen before, you know? Take a route you never took before."

"Is there anything you can think of that would make your experience downtown better?"

"More youthful things to do. I know the library has the little

technology center, and I thought that was pretty cool, but as far as youth goes, that's about it...Maybe some programs or something for the kids? I don't know, downtown's more of a business place, but you still see a lot of kids down here with nothin' to do...I have little cousins and nieces and nephews that would love that (technology) center, but I would never send them down here by themselves. A lot goes on on Nicollet. Which I wouldn't even say is not safe, it's just, a lot goes on. Kids don't need to be there."

"What other kinds of things do you think would be a good fit for youth?"

"Like the Boys and Girls Clubs on the Southside and the Northside of Minneapolis. I don't know, just somethin' fun. 'Cuz really, kids have no reason to be down here. But they are. So give them a reason, you know?"

-Jameisha Exum
Worker

Artist Engagement Intercepts

James Neville



Figure A.20 James Neville, photograph by Stephanie Glaros

Transcript

“Do you spend much time downtown?”

“All the time downtown. Hang out in front of Target, mostly. You know, just watch people. I don’t have no place to go right now. So that’s why I’m staying at Peavey Plaza. I camp out on one of them benches. I got a caseworker, she’s tryin’ to help... Couple nights ago I got all my stuff ripped off. My battery charger and all that stuff. They picked me up and took me to the hospital, let me get cleaned up, and my (case)worker got me a new charger... They want me to stay at the Salvation Army, and that’s not gonna happen. I don’t like stayin’ there. Been there, done that.”

“Do you come here to charge your (wheel)chair often?”

“All the time. There ain’t nowhere else to go, all the rest of ‘em are shut off.”

“Besides out front at Target, are there any other places that you like to go down here?”

“I go to the Convention Center once in a while, just to clean up. But, other than that, not really.”

“What could the City be doing that would be helpful to you?”

“Like, drop-in centers or something, where you go during the day. Where you can go and just sit around and stay warm. You know, not so far out. They’re all out (of downtown). It’d take half my battery to get there. So I don’t go, I don’t try it.”

“As a wheelchair user, in terms of navigating the terrain out here, how is that for you?”

“It’s pretty bad in the wintertime when it snows. Downtown’s okay. But you go any further, you’re gonna run into snow. Not on Nicollet, cuz it’s heated sidewalks, and they’re all melted.”

“What about other streets downtown (in terms of snow)?”

“They’re all messed up. You gotta know where you’re going, and you better be on Nicollet. I use the skyways sometimes. (But) I

don’t like that many people. In the wintertime it’s all crowded and stuff.”

“Is there anything else that you need that the City should know about?”

“Water fountain, where you can get fresh water.”

“Drinking water?”

“Yeah.”

“What do you do when you need a drink of water?”

“Buy a pop.”

“Anything else you can think of that would make your time downtown more positive, or more useful?”

“Maybe like a school or something. You know, just in case someone (wants to get) a GED, and all that stuff.”

“What’s your biggest concern right now?”

“Tonight? Staying warm.”

-James Neville
Resident (currently homeless)

Artist Engagement Intercepts

John Wilson



Figure A.21 John Wilson, photograph by Stephanie Glaros

Transcript

“You’re aware of all the changes that are gonna be happening on Nicollet?”

“Oh, way too many.”

“Do you have any concerns about that?”

“No, I don’t care about ‘em. ‘Cuz once they start tearing this up, we’re gonna have to go somewhere else, probably Hennepin. So, yeah, it’s gonna be crazy. It’s just two extra blocks I have to walk, or take the bus.”

“Is that a big deal for you?”

“No, not really. I mean, two extra blocks aint nothin’, you know, I’m already walking two miles just to get here.”

“So as far as you’re concerned, if you’re signing over here (on Nicollet), or you’re signing on Hennepin, doesn’t really matter?”

“No. It’s just a spot to sit, that’s all, ‘cuz I can’t stand no more. I have to put a pillow in my backpack, that’s the only way I can sit down. My butt hurts me all the time, but I deal with it everyday. I’m out here for at least eight hours a day... They need more bathrooms, that’s for sure. The IDS used to have three or four of them, but they shut ‘em all down. Why would you shut the bathrooms down just ‘cuz of the homeless people? I mean, alls you gotta do is watch ‘em, you know, it’s no big deal. You got Target and you got Macy’s. That’s it. The bookstore, Barnes & Noble? I don’t go in there no more. ‘Cuz they want you to buy a book just to go to the bathroom (laughs). Who wants to buy a book just to go to the bathroom? I don’t.”

*- John Wilson
Resident*

Artist Engagement Intercepts **Josie Erlanson and Kelli Anderson**



Figure A.22 Josie Erlanson and Kelli Anderson, photograph by Stephanie Glaros

Transcript

“About how often do you come down here?”

Kelli: “Oh, once or twice a month.”

“And you usually come together?”

Josie: “Usually.”

Kelli: “She’s obviously much younger, and has friends that like to do things down here, so she comes down probably more than I do.”

“When you come downtown, where do you like to go?”

Kelli: “We like to go to different restaurants and try different places to eat, and then we love the theater. We go to the Orpheum, this is our first time at the Guthrie. So we’re excited about that.”

“When you come down here for a show, do you tend to do things before or after?”

Josie: “Probably just trying a new restaurant, either before or after, depending on what time we come down here.”

Kelli: “Sometimes we’ll shop. We like Nicollet Mall, and just the different little boutiques down here.”

“And what is it that you enjoy about those types of things down here?”

Kelli: “I like the culture, the energy, the music, the people.”

Josie: “The lights, and just being a part of this.”

Kelli: “The atmosphere, the food, the architecture. We come from a very small town, 1500 people, so it’s just a different experience.

Because we’re visitors, we always kinda research. We always look online (for) what (is) trendy, popular, what’s new right now, where are people going. So there probably are things that we aren’t even aware of. Like tonight my daughter said, ‘I wanna go to that (Mill City) museum, I never even knew it was there.’ So that’s something we’ll probably put on our list to do now.”

“Do you ever run into any hurdles or barriers in doing what you wanna do?”

Kelli: “I think the biggest thing for me, because I usually drive, is just parking. Knowing where a safe place to park and leave your car (is). It’s pretty accessible, I would say the City is. We go to athletic events and we never seem to have a problem, other than maybe sometimes parking.”

Josie: “And then meter parking, too. Like, ok, do you have to pay for this meter? ‘Cuz some meters you don’t have to pay for at certain times, and then other ones you do.”

“Is there anything that you can think of that would make your experience when you are downtown more useful or positive?”

Kelli: “I guess for me, being older, I would like bigger signage (laughs). Like, street signs. On the way here, for example, we were using a GPS, thank goodness, because the road was not marked at all with the street’s name. Josie said to me, ‘How would anyone know this is Washington if you didn’t have a GPS?’”

-Josie Erlanson and Kelli Anderson
Visitors

Artist Engagement Intercepts

Kathy Barksdale



Figure A.23 Kathy Barksdale, photograph by Stephanie Glaros

Transcript

"We go all over. I let him lead me most of the time, 'cuz he's in all day. I just let him do whatever. He's spoiled... We take this route a lot, back by Spoon & Stable. And then we get on the River Road. And then we also walk to Loring Park, so we go both ends. We take the (Nicollet) Mall to Loring Park. I walk everywhere, pretty much, 'cuz I don't like to drive... I live down here and I work down here. It's just where I'm at. I'm here all the time. I don't go out of my circle, I just stay down here. I utilize the library. I utilize the dog parks. And I love the Stone Arch Bridge and Riverplace, too... My favorite thing about downtown is the convenience. Since I'm by myself, I don't feel lonely. 'Cuz if I wanna be around people, all you gotta do is walk out the door. It's free entertainment, it's just walking, and getting out, and just being around everybody. I love being outside, and I love people. I love the busyness. I would shrivel up and die in a suburb. I wouldn't know what to do... In the wintertime I still get out a little bit, and I go to the gym more often. It's hard. After a while you start feeling like you're in the Habitrail, 'cuz I can take the skyway everywhere. That's my other favorite part. If I didn't have him, I would never have to go outside in the winter... I wish there was a dog park on this end of town. That would be phenomenal. 'Cuz it's far. We walk way up 4th to the 11th St., or Loring Park. I mean, I don't mind it, but if it got cold out and I wanted him to just go out for a minute, I would love to just walk over there and take him and then come back, 'cuz he needs fresh air... I love it. I don't ever wanna live anywhere else, I don't think. When I was younger, I used to want to live in New York or Washington D.C., but now that I'm older, that's too much. Now I feel I'm where I'm supposed to be, and this is it. It's a little pricey, but I'm okay."

*-Kathy Barksdale
Resident/Worker*

Artist Engagement Intercepts

Keri Baker



Figure A.24 Keri Baker, photograph by Stephanie Glaros

Transcript

"My husband and I were thrilled to move here. Before moving here, everyone was like, 'Minneapolis, it's so great! Everyone's so nice!' I find this the most uncomfortable and unwelcoming city to move to. I've lived all over the world, and I've never experienced anything like here. Within a month, we were like, 'Really? Are we missing something?' We spent the first year going to all these different things, trying to cultivate friendships, and the people I'm friends with are people that are not from here. I don't know what it is. This sounds horrible, but I'm excited to move. I'm moving to a small town on the East Coast where people are warm. You walk down the street, and people make eye contact with you. This is just a cultural thing, I think, the Nordic culture or whatever. I moved here from South America, from Peru, where it's a lot more community-oriented. Here you're just, like, somebody else. Nobody will even acknowledge you when you walk down the street. That has been a hard transition for me. People are pretty cold here. St. Paul was warmer than here, I lived in St. Paul for 8 months before we moved here.

Individually, everyone's wonderful. But come up on a group? People could care less about you. It's even in the way people drive around here, and that's one of the reasons why I can't stand driving here, either. People will kill themselves not to let you in if you need to merge. Or, Minnesotans do this odd thing where they won't drop back to let you in, but they won't move forward. You just get stuck, and then you hit your breaks.

I work as a nurse in a clinic that is primarily people who are not from Minneapolis (or) the Twin Cities, and those are the people I socialize with. It's really hard to find somebody that's warm and welcoming. I live in an apartment complex where people will avoid eye contact at all measures. Nobody is friendly, and when I think of Minneapolis, that's what it holds for me. I think it's the culture here."

"What kinds of events (downtown) might help build that sense of community?"

"Things that would draw me in like a small town. I don't even care what the event is, just something that's welcoming, where people are welcoming. I love Gold Medal Park. Put a concert in there, like an open-air evening concert in the summertime. You've got the ice cream shop there, you've got this awesome view. That's a cool thing to have. The Stone Arch Bridge, it's gorgeous. You have all

this stuff right there, and everybody's so stuck on themselves that they don't ever take the time to be like, 'Let's appreciate this together.' Show a movie there, an evening movie in the summertime would be fantastic. I would've taken my chair and gone and sat out there. That kind of stuff. I think that cultivates community. I don't think you're gonna find much community here. (Seven Corners) is a cool outdoor area to sit in, I love coming out here and having a beer. Town Hall Brewery, sitting outside. But again, I'm usually with friends. I'm not sitting there chatting with the people around me, because nobody's really receptive to that.

I think maybe if you're single and going out, maybe downtown Minneapolis holds more, but I sometimes wonder, 'What is there down there?' I don't wanna go shopping down there 'cuz I don't wanna deal with (the traffic) getting in and out, and parking. And so I'll go to Roseville if I need to go to the mall. It might be crappy, but I primarily stay away from it. I think if you're young and single, and maybe kinda in the hipster scene, I think it's probably way more enjoyable. It just wasn't a good fit for us."

"So you're moving."

"Yeah, which is ridiculous, because we both just finished Master's programs, and we have all these job opportunities here, but we've realized that loving where you live is more important than how much money you can earn. So I turned down awesome jobs because I don't love where I live, and it makes me unhappy. I'd rather go live somewhere else and find a job. Jobs are jobs. But where you live brings you satisfaction and happiness in life, right?"

-Keri Baker
Resident

Artist Engagement Intercepts

Kevin Ryall and Matthew Vandenberg



Figure A.25 Kevin Ryall and Matthew Vandenberg, photograph by Stephanie Glaros

Transcript

Matthew Vandenberg: *“Downtown Minneapolis is clean, it’s beautiful, it’s fun. Just getting together with groups of friends, and we may or may not have a couple cocktails. And the food is just unbelievable.”*

Kevin Ryall: *“Yeah, there are new restaurants popping up all the time. And Minneapolis needs to be creative, like, with restaurant owners, because there are so many great restaurants. So I would say Minneapolis absolutely has a niche in the food.”*

MV: *“And they’re all competing with each other as well. So, one person can go from one restaurant and have a great meal, and then go out and have an after-dinner drink at another one and have a complete different experience. It’s fantastic.”*

KR: *“If you wanna get from Point A to Point B, I honestly think that Minneapolis, that’s one thing that they’re lacking. I live in Golden Valley. There’s no bus or train. Yeah, I could get a bus Monday through Friday, because there’s a lot of commuters that come from Golden Valley to downtown. But it’s not a mass transit situation. Part of it is you don’t have enough people to support*

the mass transit. Like in a city like Chicago or New York, that’s what people depend on, so I get it at the same time. But yeah, do I wanna drive downtown? I don’t. I wanna go out, enjoy the restaurants, enjoy the night scene. But at the same time I have to be careful, because I’m like, I have to drive home, or take a cab.

I think First Avenue is a huge hurdle, because I think that there’s just so many clubs and bars there that it attracts a different type of group.”

Stephanie Glaros: *“So you would say that you somewhat avoid First Avenue?”*

KR: *“Yeah, just because of the traffic.”*

MV: *“Well, and it’s dangerous though, too.”*

KR: *“I mean, if you have four officers on every corner, that says something.”*

-Kevin Ryall and Matthew Vandenberg

Artist Engagement Intercepts

Leah Erickson



Figure A.26 Leah Erickson, photograph by Stephanie Glaros

Transcript

"I usually go downtown for special occasions, like birthdays with friends, going out to restaurants. So once a month maybe. Usually we're pretty spontaneous, so we'll just kinda walk around, and enjoy the scenery and the people. I don't frequent any particular areas, but I'm more familiar with the Nicollet Mall area

I feel like the downtown in Minneapolis is a lot more abandoned than downtown, say, Chicago, 'cuz there's less current stores that are useful to the population nearby. It's located by a big university, but there's not as much appeal for college students."

"What kinds of things do you think students might enjoy that would bring them downtown that maybe aren't there now?"

"Green areas, and then also more current stores. Maybe not as high-end, have a few options for price range. Just stores that have more appeal to younger generations. I wouldn't say there's as much stuff to engage with. I wouldn't have any initiative to go downtown myself for any reason. I would tag along with a group, so it would be more (about) the company and being in the area, (rather) than using the stores. I'll go to the Mall (of America) by myself 'cuz there's stuff there that I like, but I feel like downtown it's lacking. I only know one retailer down there, and that's Saks Off Fifth, or maybe Gap. I feel like it's a lot of bigger ones, and less smaller ones that might be a little more interesting or fun to visit. I'll go to Uptown because there's all these little interesting shops. So if there was a little bit of that incorporated, but not overwhelming, because it's not Uptown, it's downtown."

"Are there certain kinds of events that you like to go to, or that you would like to go to if they were offered?"

"A few annual ones, like the Aquatennial, and the Fourth of July thing, but it's not as often. So I feel like since there isn't that many events that happen, it's easy to forget about the ones that do. Keep it relevant, instead of just once a year. A good example would probably be an art fair, how there's tables and booths and different vendors. Or a garden exhibit, stuff like that, where you just walk around and look at stuff, you could buy stuff if you want. Performances, showcasing a local dance company or something.

When I didn't have a bus pass, driving downtown would make me really nervous. Like, always having to have my GPS, even if I know where something is, which is partially just because of the road system. Finding parking that isn't expensive would cause

people not to go downtown. Uptown there's metered parking, super easy to find parking, so I would frequent that more just because of that. But with the light rail, you don't have to worry about parking."

*-Leah Erickson
Visitor*

Artist Engagement Intercepts LeBron Patterson



Figure A.27 LeBron Patterson, photograph by Stephanie Glaros

Transcript

"This is part of my biking trail that I like to utilize, mostly on the weekends. The trail system in the Twin Cities and around Minneapolis is excellent. Very smooth, very nice trails. It's a very safe, secure area that allows me to ride, and look at the scenery, as well as interact with people. So if I wanna stop at the (Farmer's) market, or if I want to just sit for a few minutes, it's an excellent area, especially when I'm riding my bike. I enjoy it, a lot.

There's some areas where there's some traffic, around Lake Nokomis and Cedar? Sometimes you have to be careful in that area. Right now I'm trying to figure out how I can extend my rides coming from St. Paul over to Minneapolis. So it would be nice for both cities to work together to determine how they were gonna extend the trail network. With a city as beautiful as Minneapolis and St. Paul, to be able to work together to develop a network that allowed people to ride hundreds of miles if possible would be great."

-LeBron Patterson

Artist Engagement Intercepts

Lindsey Hamilton



Figure A.28 Lindsey Hamilton, photograph by Stephanie Glaros

Transcript

"I moved in (to the North Loop) in the middle of May. I was in Loring Park before...It's been really great, it really feels like home. It's exciting and fun and there's lots to do. Lots to walk to...We liked Loring Park a lot, but the North Loop has all the restaurants, and a fun energy about it. You can walk places, it's still close to the highway. But mostly kind of just, like, the energy and vibe of the North Loop. People are just over here."

"So you say you pretty much spend your free time over here, is there any reason why you don't go to other areas of downtown?"

"I just really like it over here. It seems more, like, boutique-y in this area, as opposed to some of the bigger restaurants. Downtown just gets more corporate. And over here it seems hipper, cool, and that's the kind of stuff I like to do...There's really good coffee shops, the gym that I love going to is right in the neighborhood. Really good food. Grocery store. There hasn't been anything that I've thought 'Oh, I wish there was this, my life would be better if I had this.' Even Target is not far...I still love running around the lakes. I like exploring other areas, I don't strictly commit to only

being in the North Loop. (But) it's easy to get around here, so it's easy to stay here...I just think that the buildings are really cool. You know, it's been here, but new places are opening every day, so it's fun to be a part of that...I honestly love it here so much. Now that I'm here, I just am so happy. Not that I wasn't happy before, but this is just a really great neighborhood for where I'm at in my life. And living over here, I feel like I participate in it more than I did before in Loring Park, where I wouldn't necessarily want to commit to driving over here. But here it's like, 'Oh, I'll just walk down the street, or check out this new opening, or wine tasting,' so it's been really great...Least favorite? The time it takes to drive down Hennepin to get to the lakes."

*-Lindsey Hamilton
Resident*

Artist Engagement Intercepts

Lisa Powell



Figure A.29 Lisa Powell, photograph by Stephanie Glaros

Transcript

"I'm looking at the City as a possibility for me to move here in terms of accessibility. I'm really looking at how it's gonna fit in my lifestyle, and see how independent I can be... I did live in Galtier Plaza, which was downtown St. Paul. And I did like that, I did it for seven years. But I like Minneapolis because it's laid out so much better, and the streets aren't chopped up. Before I decided to move to Minneapolis, I didn't even know the bus system at all. And I learned it in, like, a day. And that's because in Minneapolis, everything is laid out clearly, it's documented clearly on the road signs.

It's difficult when there's so much construction going on. I can't use the curb cuts now, because there's so much equipment in the way. And so then I have to bother people that are in construction to say, 'Hey, can you get me over the stuff that's in the way?' If they don't know how to use a wheelchair, then sometimes it's even more problematic. Because they're trying to get me over the terrain, and then I'm trying not to slide out of the wheelchair, and then hoping there's not a bump that's gonna send me off into the air. Luckily I bounce, but really, every time I go out, I'm kind of wondering how many war wounds I'm gonna get because of the terrain... We need those curb cuts just to get up, in terms of safety, off of the streets so that we're not hit by a car. It can't be steep, because if it's too steep, it's the speed at which you go that scares you, because you can't stop your wheelchair from careening into the traffic. And so it can't be a drop-off. The slope has to be, like I said, gradual, where it's not really noticeable, and then it is all one level eventually... What I've noticed, too, is when

they have the (traffic) lights, the lights aren't tuned into the fact that we need more time to get across the street. So I'm halfway into the intersection, and then it changes, and then I'm stuck. And I'm very fearful that I'm gonna get hit because I'm stuck in the middle of the street. I actually had to have a gentlemen yesterday on Nicollet get out of his car and come push me through the rest of the intersection before it changed. And I thank God that we are Minnesota Nice, and there are people that will do that, but what if there isn't one? Then I'm stuck.

I just had to go to the bathroom, and so I went into Gaviidae Commons to see if I could use a bathroom, and they said there was no bathroom in the Gaviidae Commons, that it was down the block. And I was like, 'There's no way as a person with a disability that I could hold it that long.' And they said, 'Well, there isn't one.' But then I talked to a security guard and I said, 'You know, that's really not fitting in with the Americans (with) Disability Act, because many of us can't hold it that long.' And then he brought me to a bathroom that nobody in the public can use. So I was surprised that they hid that from me, and that it took so much to get that information.

The buses are fabulous, because they do help you on the bus. They now have the kneeling steps, so that they meet the ground, so you're not worried about falling off of a curb. But what I found with the light rail, it's brand new, (but) they don't have any tie-downs. So when I used it today, I rolled all over inside the light rail, banging into somebody, causing pain to them and to me. And there isn't a person that's on the light rail to ensure that we're safe. So it's really not something that I would feel comfortable using on a regular

basis. I'm very surprised at that, since it's brand new, and they put so much money into it, that they wouldn't think about safety as a number one concern for the disabled population. "

"Despite all this, you're still interested in moving downtown?"

"Oh, absolutely, because everything is here that you need. There's shopping, there's history, there's art. It's very cultural. And these are all things that can be adjusted. That is the lifestyle of a disabled person, is adjustment. Every day of your life is adjustment, whether it be to weather, to things changing with transportation, to geographics. So you just have to be accommodating. But sometimes it gets a little old... I pride myself on being independent, and I want to keep that independence, and I think we have the technology to do that. It's just that we have to be aware that there are certain people that need things to be a little bit changed."

-Lisa Powell
Visitor

Artist Engagement Intercepts

Mahlet Tamrat



Figure A.30 Mahlet Tamrat, photograph by Stephanie Glaros

Transcript

"Mostly I take my lunch break at this government city area. I like the fountain, especially summertime is when I come out. It feels like it's a bit quieter than the Nicollet Mall, or the other part of downtown. And I'm right across to it, and it's very convenient, and there is a lot of sitting areas. A little shade if you want the shade, there is sunny areas, too, if you wanna be in the sun. That's the thing that I like about this area. It's not too crowded, and the fact that there are times that they have live music right by the other side. And it's just refreshing, you know, on my lunch break to come out and just enjoy...I take the light rail, too, and this is my stop. I live in Bloomington, so that's the best way for me to come to downtown other than driving, and I'm not a fan of driving. The light rail is, I love it, it's the best thing happens to Minneapolis. There is a Park and Ride on the 28th (Avenue stop), so I park my car there and take the light rail all the way here...I have a few friends throughout downtown, so every time we plan to meet up for Happy Hour or something, there is so many places

that we can go and hang out for an hour or two before going back to home. So that part I really like downtown...I'm not a fan of any of the sports, so I don't come for any Twins games or Timberwolves games. On the weekend, I tend not to come around Minneapolis. I tend to come mainly for work Monday through Friday, and anything (that) happen right after work, otherwise I rarely make a trip just to have fun in downtown, I guess maybe 'cuz I spend most of my week hour in downtown...For my day-to-day trip to Minneapolis, I really enjoy it, and especially work-wise, it's the best location for me...My favorite would be the skyway, especially winter time, we're stuck inside, so me and my co-worker, we tend to take a walk through the skyway from one end to another, and that's really my favorite part about Minneapolis downtown is the skyway."

*-Mahlet Tamrat
Worker*

Artist Engagement Intercepts **Marlene and Adam Bartlett**



Figure A.31 Marlene and Adam Bartlett, photograph by Stephanie Glaros

Transcript

Marlene: “We just got here yesterday.”

“How well have you been able to navigate your way around?”

Marlene: “Pretty well. We just came from a bike tour, so that helped. And now that we did that, we’re like, ‘Oh, we could actually walk back to our hotel.’ We didn’t realize how close everything was...It seems super pedestrian and bike-friendly... We looked at one of those big maps, and then just decided to come down to this area (Nicollet Mall). So, yeah, it’s been good.”

Adam: “Last night we went down to the Uptown district. We just took Uber, and that was easy.”

Marlene: “Tomorrow with our friend, she said we’re gonna use those shared bikes that they have.”

Adam: “Ride around the lakes, take in the lake scene. Just be by the water, on the water.”

“Do you have any first impressions?”

Marlene: “Super clean, I mean REALLY clean. And people are quite friendly...And super wide sidewalks, too. I know today’s kind of a holiday weekend, but we’re like, ‘Oh, it doesn’t seem that packed, it doesn’t seem busy.’ In other cities you’re, like, shoulder-to-shoulder, so the wide sidewalks are quite nice...I think it’s surprising to see homeless people, because I’m like, ‘What do they do in the winter?’ It must be cold. There’s some police activity with the homeless that we’ve seen twice now, which is surprising. In San Francisco there’s a lot of homeless people, but no one really does anything. But here you really notice it, I think ‘cuz they seem

very out-of-place. This downtown looks very prestigious, almost feels like parts of New York.”

Adam: “I would say it’s only noticeable because there’s not a lot of it, and so just these few little things, it sticks out. Being from San Francisco, there’s so much of it, you’re desensitized to it. So here, being able to walk three blocks without seeing anything, and then seeing a couple of homeless people, I think that’s the only thing that sticks out.”

Marlene: “And I think ‘cuz San Francisco looks older, and parts of it are more gritty. But I feel like this is so polished, and it looks new, and more modern.”

“Is there anything else that you enjoy about a city that you maybe don’t see here?”

Marlene: “I wouldn’t have noticed this, but our tour guide, she said more bike racks. There’s not a lot of places to lock up your bike, she said people use the trash can...There’s not a lot of convenience stores. We passed a Walgreens, but usually in some cities, for better or worse, every other block is some kind of liquor store. Somewhere to just get a (bottle of water) or something. There’s not a lot of that. It probably looks better without them... Even though these are chain stores [gestures towards the IDS], they really fit into the look and feel of the downtown area. It’s a nice way of integrating these big box stores into downtown.”

-Marlene and Adam Bartlett
Visitors (San Mateo, CA)

Artist Engagement Intercepts **Nicole Goodman**



Figure A.32 Nicole Goodman, photograph by Stephanie Glaros

Transcript

"We live a couple blocks away, so we just walk. At least once a week, it's awesome. It's right by the water, so we walk the paths, and pick up some snacks at the Farmer's Market, and just hang out. We only have one car, so we walk everywhere. I walk to work, I walk her to daycare, we hang out exclusively pretty much downtown (laughs). By the Twins Stadium quite a bit, there's that new concert area. They play movies for the kids and have snacks, and a bunch of kids hang out over there, too.

Some stroller accessibility stuff. In the North Loop, there's just some areas where it's just steps, or really, really steep areas. It's hard to kind of get around.

The street that Fulton Brewery is on, up from the stoplight? I've seen a lot of people have trouble trying to cross there, 'cuz it's

really busy, especially with Twins Games, or after work. It's hard to cross there. That's probably the biggest obstacle walking to and from work, that intersection specifically.

I wish there was more green space, I wish there was more green area for our puppy and our baby to play in.

I'd say maybe some more kid-oriented events, things like that. I think it'd be really fun to get a big water area, or something that more kids and families could congregate to. Or maybe even planting a garden, having a city urban garden? I think that'd be neat, too."

-Nicole Goodman

Artist Engagement Intercepts

Nina Brown



Figure A.33 Nina Brown, photograph by Stephanie Glaros

Transcript

"During lunch time I like to stop by where the food trucks are located, the nearest one, and I just find a spot to eat...I just try to enjoy the weather while I still can, while we still have the food trucks available, might as well take advantage of it since they're not here during the winter time...This area for example, Canadian Pacific Plaza, that's a nice area with all these steps. Or I just take my food to work, just depending on the weather."

"So what is it about the Crown [sic] Pacific Plaza that makes it a desirable place for you to eat outdoors?"

"Right next to the food trucks, so it's nice that I can be by the steps. And the train, too. If I'm too lazy, I can just take the train right to work. I also like to go by the Hennepin County [sic], where the water fountain is located. The presence of water is nice in the city...Living in downtown, I always walk around, and I notice in my area, by where the Vikings Stadium is at, I wish there were more restaurants around that area. All we have is a Hubert's, and that's about it. So, I notice we have a lot of parking, and new

garages being built, but I would rather have more restaurants... And also, on Nicollet Street [sic], where the bars and the clubs are at, I know it's really dead over there. I just wish there were more local businesses available. More entertainment, or more food options for people to enjoy."

"Specifically in the evening?"

"Yeah, in the evening. If you go to Uptown, for example, they have a little bit more fun restaurants over there, and night life over there, like, you can go dance. But here in downtown, I feel like we don't really have that anymore. It needs to be a little bit updated."

*-Nina Brown
Resident/Worker*

Artist Engagement Intercepts

Ray Mitchell



Figure A.34 Ray Mitchell, photograph by Stephanie Glaros

Transcript

Stephanie Glaros: *“Do you come downtown to club nights a lot?”*

Ray Mitchell: “When I can in between work. Favorite thing, the ladies. Least favorite things, the police and the fact that everything shuts down at 2:00. It’s like, as soon as you get ready to come out, you gotta go home. I mean, if everything closes at 2, fine, okay, things can close at 2. But people wanna walk around outside, be outside and enjoy themselves, still party a little bit, 4:00, 5:00. Everything gets shut down at a certain time and they start herding people out on horses. That kinda ruins it.

There’s the police here right now, on bikes. I feel like I’m doing something wrong right now. I ain’t even doing anything. It’s funny. That’s half the reason. It makes it boring. What are you gonna do? Every other corner they’re on bikes. What are they doing?

It’s interesting. For some people it makes them go crazier. Some people feel more comfortable, so they get wilder. Certain people.

And then other people don’t have any fun. I feel like African-Americans here don’t feel like we can have any fun, because we’re the ones to be targeted. Not to make it a race thing, but I think in this city, because of what type of a city this is. The type of fun isn’t the same. Some white guys might be out here enjoying themselves tonight, and they might get loud and obnoxious, and it’s no problem. Police are gonna look at it like, “Oh, there’s having a good time. They’re just enjoying themselves, they’re a little drunk. They got a taxi, somebody’s a sober driver. Okay, they’re fine.” Crowd of black people, the same way, just having a good time, enjoying themselves. Different type of music, different type of reality when we enjoy ourselves. It doesn’t mean it’s gonna harm anyone else. It’s just fun. It might be obnoxious to someone else. But to a crowd of people who are not used to it, they’re gonna see it as something negative.”

-Ray Mitchell

Artist Engagement Intercepts

Resa Tombers



Figure A.35 Resa Tombers, photograph by Stephanie Glaros

Transcript

"I typically take the bus. Sometimes I ride my bike, and sometimes I drive, but mostly bus. Sometimes I just even walk, so it's not hard. I live five minutes basically straight south."

"Besides coming downtown for work, are there other things that you like to come downtown to do?"

"Not typically...Restaurant-wise, not so much. First Avenue (Nightclub) is always a pull, 'cuz they still have a lot of good shows they put on. So, for that I would come downtown. For the occasional sports thing with my dad or my son, go to the Twins Stadium or something. But otherwise, no. I don't really think of downtown as a destination I would choose to go out at night...I think it's the vibe is just kinda clubby in some areas, and Nicollet Mall's kinda cheesy, and Hennepin's kinda gross. What did we have there, the Hard Rock Cafe? I think that's probably why. It just doesn't have a real unique, interesting vibe to me."

"What would draw you downtown besides First Avenue?"

"Probably more neat, more on the affordable end little restaurants. I guess I just like a neighborhood-y feel, as opposed to big buildings, so much traffic...Probably my favorite thing is the river. And the older buildings, Mill City and stuff, that's super neat over there. And the bridges are beautiful. So for walking around those areas it's good. I love bridges, that's a unique thing to Minneapolis...My least favorite thing is probably the new Dome, or whatever it's gonna be called (laughs)...The grittiness part of it I think is a good thing. I would hate to see it completely homogenized and cleaned up, like happened in New York, 'cuz this is what makes it feel like a real city."

*-Resa Tombers
Worker*

Artist Engagement Intercepts

Theodros Tamrat



Figure A.36 Theodros Tamrat, photograph by Stephanie Glaros

Transcript

"I came to Minnesota in 1973 from Ethiopia, so I've been around here for the last 40 years. And a lot of things have changed. I was here when this building first got built, Riverside Towers."

"Do you spend much time in the downtown area?"

"All these years, yeah. I get my phone from AT&T, so I go to pay bills and (do) phone things. I go to eat there, Seven is one of my favorites. I like Brit's for Budweiser. If my family comes, we go to Murray's. Sometimes I go there to listen to music, from First Avenue to the different clubs down there. I go to the college there, because I coach kids at Metro State. The IDS, skyway, I'm very familiar. I worked for Dorsey & Whitney before, so, yeah...Right now I take the train, it's easier. Jump on a train and I'm there.

As far as I know, downtowns are supposed to be for people, for the citizens to gather. It's been like that, that's why downtowns were built, in any country. I think that downtown Minneapolis has become a little bit unfriendly to the common, regular folk. I truly believe that. It used to be much more citizen-friendly. I don't know how they can change it back, because there's too many big glass houses down there. Johnny Six-Pack can't go downtown anymore, because a lot of things are really expensive...A lot of comfortable things could happen (when) people can gather. In this neighborhood, for example, people can go to The Cabooze, The Joint, Palmer's, where neighborhood people get together because prices are reasonable, to maintain some sense of neighborly atmosphere. Whereas downtown it's not very

neighborly.

I'm not city planning, I don't know what they were thinking when they were doing that. Downtown Minneapolis is like downtown for the whole Metro area. So I think they should have had advice from the neighboring communities. How many people attend those meetings? How do you make those meetings more comfortable where people feel represented? They have to engage.

The homeless people are pushed to one corner, and they have to be in (at a certain time) and that brings pressure, and then they come out. Some of the homeless places where people live, they're not as clean as they should be. They don't get served like the ritzy guys downtown. Life could be made more pleasant. Instead of pushing people to the curb, and expect(ing) them to perform as well as everybody else.

I don't know what the problem is, but I know that these are the differences, and the things that I think need to be addressed."

*-Theodros Tamrat
Visitor/Former Worker*

Artist Engagement Intercepts Tony and Joan Orozco



Figure A.37 Tony and Joan Orozco, photograph by Stephanie Glaros

Transcript

Joan Orozco: *"I like the diversity. I've been to the Mill City market also, and I think that is a great addition, mostly for the condos down there. I mean, it's very artsy. But this is totally democratic and ethnically diverse."*

Tony Orozco: *"The way they display their foods, good foods. We've never been dissatisfied, it's always been great."*

JO: *"But we just noticed there are parking meters, which I have a problem with. I think that it should be free."*

TO: *"Very true. Good point, hun, good point."*

JO: *"I like to go to the restaurants in the (North) Loop. I used to work there, and had an office there for 10 years. It's easy to navigate, and I love the historic part of it. Downtown is more of a destination, and I've gone there, and I used to work there. But it seems very much one-way streets and hard to navigate, if you have to come down there from somewhere else."*

I think there's a challenge with the light rail, to drive in the same area as the light rail, because it's at the same level as the street. Maybe if I went down that way every day I would get used to it, but I think it's a challenge. And also, if I was a pedestrian, I would

really have to tell myself to watch what you're doing."

TO (to JO): *"The parade, the winter parade, they just cut it out."*

JO: *"The Winter Carnival?"*

TO: *"No, the parade, downtown Minneapolis."*

JO: *"Oh, Aquatennial? The Holidazzle."*

TO: *"The Holidazzle, yes, they cut that. That's bad. That was a great thing to bring people downtown. Winter, people are shut-ins, they don't wanna get out. But that was bringing them out."*

-Tony and Joan Orozco

Artist Engagement Intercepts Twins Fans



Figure A.38 Twins fans, photograph by Stephanie Glaros

Transcript

John Urbanski: “Probably come about 10 or 12 times a year. It’s been a great experience, there’s plenty of parking accessible. Getting to the ballpark, it’s pretty easy to find.”

Mrs. Urbanski: “I do like that we don’t have a lot of graffiti around, or dirty sidewalks. There’s lots of trash cans and recycling cans available, that’s great.”

JU: “One thing that’s not my favorite is everywhere you go, you gotta pay for parking. If you go from this side of town to the other side, and you don’t wanna walk, you gotta pay for parking in both places.

I think we’re lucky in Minneapolis, there’s plenty of people around, so it feels like a vibrant community, and you feel part of it. And there’s lots of little parks, big and small, grassy areas, the Sculpture Garden, or just small areas downtown to go to.”

Vicki Benson: “We’ve got season tickets that we share with groups of other people, and so we come to 4 games a season. I don’t think there’s an issue with parking generally. So yes, we just

zip over and pick up grandma and grandpa here from Brooklyn Center, and then Buzz drops us off, and then he goes and parks, and we’re ready to go into the game. They’re 91 and 93 and they’re doing great! They are avid fans. They’ve kept track of the Twins stats for decades.

We do like coming down, it’s inviting. It’s great to know that Nicollet Mall is gonna be given a little bit of a lift again, ‘cuz that’s a great place to congregate as well. Lots of fun restaurants and places to sit, and just be there. It’s great to come to some of the restaurants that aren’t chains, that are some of the unusual ones. People-watching is wonderful. Downtown you feel safe, it’s clean, it’s vibrant. Probably not here much after midnight, but we’ve never felt unsafe. Any of the ramps, anything like that. It’s always been very inviting, and welcoming, and fun.”

Artist Engagement Intercepts

Walter Balboa



Figure A.39 Walter Balboa, photograph by Stephanie Glaros

Transcript

"I work in downtown, on Marquette Avenue and 5th Street, in a restaurant. I'm a prep cook there. I came here to the U.S. (from Ecuador) because I am a marathoner. I have many relatives here, living close to downtown, South Minneapolis especially."

"When you come downtown for work, how do you get here?"

"I always use my bike, I ride my bike to go everywhere. Not only to downtown, everywhere in Minneapolis. I love the roads for the bikes. The people respect a lot the bikes, the bike rules, the signals. So I love it, I feel very safe when I ride my bike here. I think the drivers, they respect us. In general the drivers, also the other bike-users, they are rule-followers. Everybody knows what the rules are, and that's it. I have used, of course, the bus too, also the train, when I go to the airport, or Mall of America. But I wanna save money, so that's why I use my bike."

One of the barriers that I experienced, this last summer for example, I think the local government is working on the roads, many of the roads, it is not possible to go through. Like for example, the Nicollet Mall, the people are working there, and we cannot go by them. You know?"

"So, construction work?"

"The construction, yeah, the construction. I don't think (it's a barrier) only for bikers, but in general."

"Besides work, do you come down here for any other reason?"

"To eat in a restaurant, I used to come with some friends. We used to walk around, just hanging out, especially Nicollet Avenue

is the most popular, and on Hennepin, too. We used to meet here with my friends, and just go to some restaurants that they recommended to me."

"You don't do that really anymore?"

"No, because now I'm focusing on working. So I don't have much time to do tourism."

I used to come to the library to study, because I used to take English conversations there. Also, when I was training for the Twin Cities Marathon, I used to come at nighttime, running to here from South Minneapolis. About 10:00 pm, I used to run to here. The nighttime, how the people live here, especially in summer, is nice. Everybody's active. Everybody's going to a restaurant, going to the discotheque, to bars. The only problem I could see when I was running there at this time was, like, gangsters? I don't know, groups of people were around and...you're scared, no? You're scared because you don't know what could happen. I am not racist, but you always have a group of black people, they are... you are scared a little bit about that."

I love this city. I like how the people are here, I like the city in general. I don't see any big negative issues. A lot of people come to work, at nighttime they come to enjoy. We have multicultural people here. This is wonderful, because here in Minneapolis you have the opportunity to know people from different countries, not only America. This is a very, very enriching experience for everybody, I think. So I love it. Downtown is wonderful. I think it's a good, good place."

-Walter Balboa, Worker

Artist Engagement Intercepts

Young Lei and Huimin Yuan



Figure A.40 Young Lei and Huimin Yuan , photograph by Stephanie Glaros

Transcript

Yong Lei: *"We come here occasionally, probably one or two times every month I would say. We like the Stone Arch Bridge, the river, checking out the Mill City Museum. Places for my daughter, like MacPhail Music Center, and many other places we can take her to."*

Huimin Yuan: *"Take a walk in here, or take her to the park over there."*

YL: *"We also like the restaurants here, a lot of different varieties, we like to check out all the restaurants here in downtown. Yeah, that's pretty cool. It's a combination of both the natural beauty and the cultural spots. So that's really good."*

You have to go to websites, to Google, to find out what's going on in downtown. I don't know, maybe there's some way we can get emails, a brochure, marketing information about activities and events."

HY: *"To market the events a little bit more to people in the 'burbs."*

YL: *"That way we can plan ahead and arrange in a better way."*

HY: *"If we can have the waterfront, let people go a little closer to the water."*

YL: *"It's still not very convenient to get down to the water to check out the side of the river."*

HY: *"Closer to the water. It's still pretty if you can see it from far here, but it would be really cool if they can just make it a more pedestrian-friendly place for people just to walk or bike."*

Committees

Steering Committee Summary

DATE

December 2014 – February 2016

LOCATION

Minneapolis Park and Recreation Board Headquarters

WHO

The Steering Committee consisted of appointments representing elected officials, City staff, Park Board staff, Minneapolis School Board, neighborhood organization, business associations, and business improvement districts. A full list of appointees and represented organizations is located on the project website.

The Department of Community Planning & Economic Development (CPED) partnered with the Minneapolis Parks and Recreation Board (MPRB) to assemble a committee of members who contributed to the master planning and detailed design of the Downtown Public Realm Framework. The Steering Committee was assembled by nomination from Minneapolis City Council Members, and Park Board Commissioners.

There were a total of 9 meetings which were held on the third Thursday every other month on the following dates:

- » Meeting #1 December 2, 2014
- » Meeting #2 January 15, 2015
- » Meeting #3 March 19, 2015
- » Meeting #4 May 21, 2015
- » Meeting #5 August 20, 2015
- » Meeting #6 October 22, 2015
- » Meeting #7 December 17, 2015
- » Meeting #8 January 28, 2016
- » Meeting #9 February 25, 2016

Outcomes

For detailed information on Steering Committee process and outcomes, please find meeting agendas, presentations, and meeting notes on the project website: <http://www.ci.minneapolis.mn.us/cped/lrp/WCMS1P-134268>.



Committees

Technical Advisory Committee

Summary

DATE

November 2014 – November 2015

LOCATION

Minneapolis City Hall

WHO

The Technical Advisory Committee (TAC) consisted of over 30 appointments representing elected officials, City, and Park Board staff and other public agencies. Each committee member were appointed based on their knowledge and technical expertise in their fields. A full list of appointees and represented organizations is located on the project website.

The Department of Community Planning & Economic Development (CPED) partnered with the Minneapolis Parks and Recreation Board (MPRB) to assemble a committee of members to serve on the project Technical Advisory Committee (TAC). The Technical Advisory Committee is responsible for representing the policies and interests of their appointed agencies. This includes providing technical knowledge, analysis and feedback of draft plan documents and studies, and advising project staff through the planning process on technical considerations.

There were a total of 10 meetings which were held about every month on the following dates:

- » Meeting #1 November 4, 2014
- » Meeting #2 December 2, 2015
- » Meeting #3 January 6, 2015
- » Meeting #4 February 3, 2015
- » Meeting #5 March 3, 2015
- » Meeting #6 June 2, 2015
- » Meeting #7 July 7, 2015
- » Meeting #8 September 15, 2015
- » Meeting #9 October 6, 2015
- » Meeting #10 November 4, 2015

Outcomes

For detailed information on Technical Advisory Committee process and outcomes, please find meeting agendas, presentations, and meeting notes on the project website: <http://www.ci.minneapolis.mn.us/cped/lrp/WCMS1P-134268>.

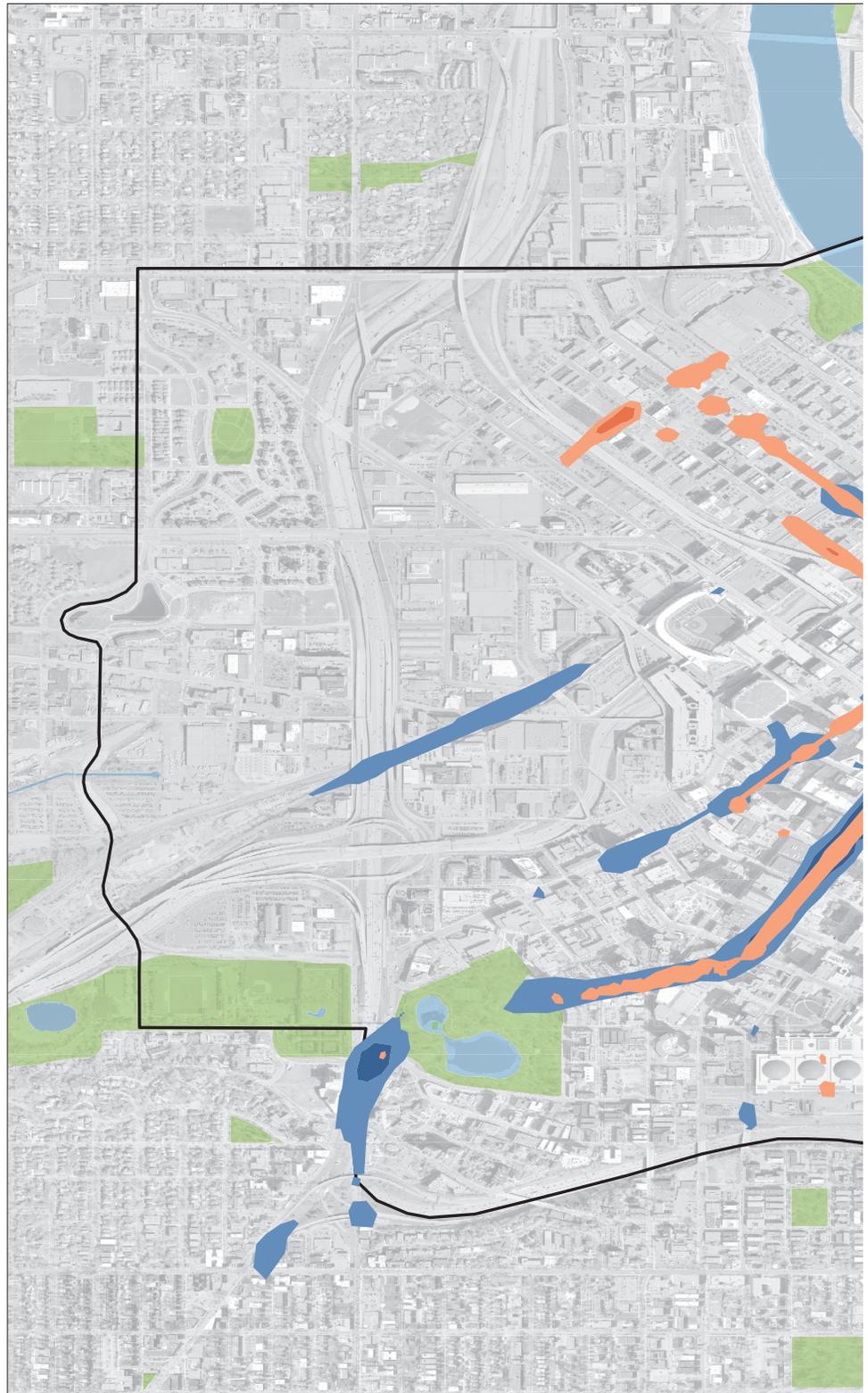


Online Interactions

The City of Minneapolis and the Minneapolis Park and Recreation Board hosted an online survey tool inviting interested individuals to participate in a mapping exercise using an online mapping tool called Maptionnaire. Maptionnaire functioned to collect data points and responses using a survey form and map. 515 responses were collected with over 3,000 data points identified on the map. These responses informed and supported the identification of key corridors and destinations identified in the plan.

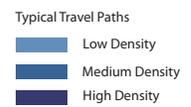
» Travel Paths and Desired Connections

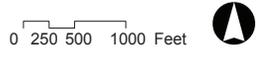
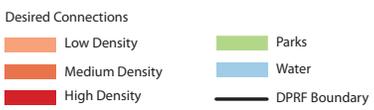
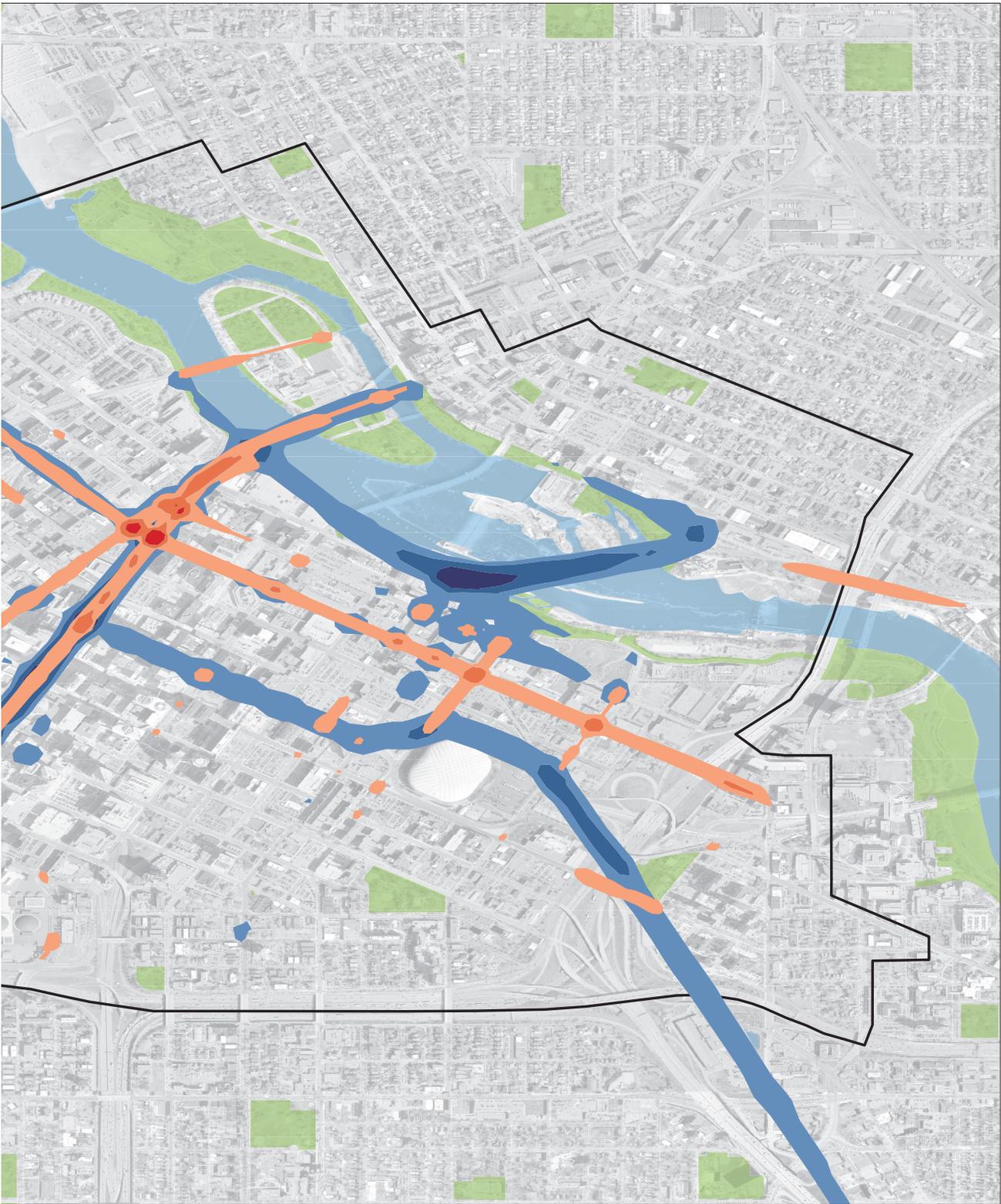
Online Interactions: Travel Paths and Desired Connections, Mapita Survey



Mapita: Travel Paths and Desired Connections

City of Minneapolis
Department of Community Planning and Economic Development - Planning Division





Appendix ii: Existing Policy Analysis

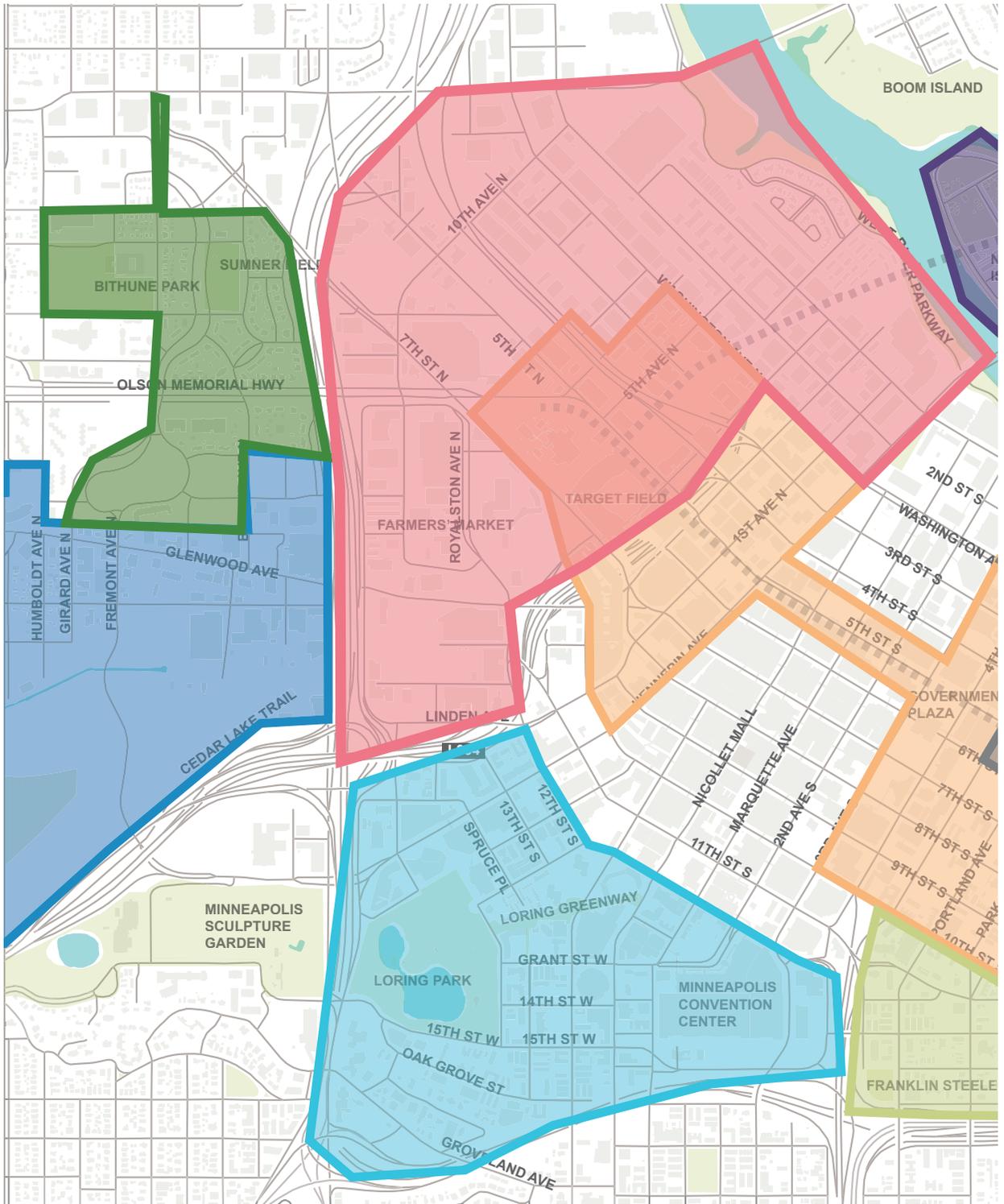
A survey and synthesis of existing policy contained within the comprehensive plan and the many adopted small area plans that govern decision making in the Downtown area. The staff team reviewed and aggregated all public realm and corridor guidance into one map, and then analyzed the overlaps and established key recommendations for the creation of a whole system of connectivity, consistency and priority.

- » Small Area Plans
- » Other References

Small Area Plans

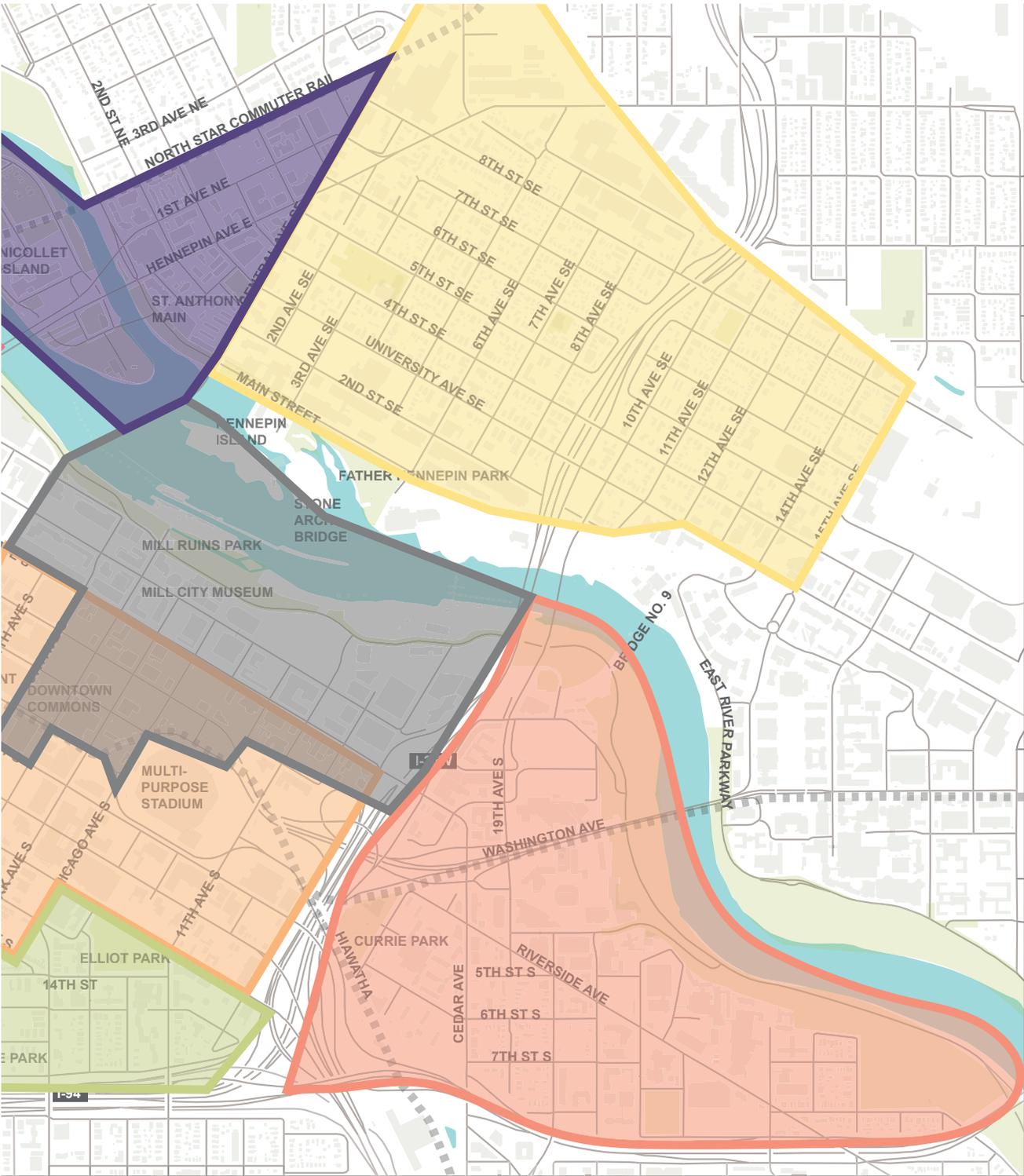
- » Downtown Sector Small Area Plan
Boundaries Map
- » Downtown Sector Small Area Plan
Matrix Map
- » Downtown Sector Small Area Plan
Matrix

Small Area Plans: Downtown Sector Small Area Plan Boundaries



SMALL AREA PLAN ANALYSIS 5.20.15
 Downtown Public Realm Framework/
 Downtown Service Area Master Plan
 City of Minneapolis_CPED

- CEDAR-RIVERSIDE SMALL AREA PLAN (2008)
- MARCY HOLMES NEIGHBORHOOD MASTER PLAN (2014)
- DOWNTOWN EAST/NORTH LOOP MASTER PLAN (2003)
- NORTH LOOP SMALL AREA PLAN (2010)
- HISTORIC MILLS DISTRICT MASTER PLAN (2000)



- MINNEAPOLIS NEAR NORTHSIDE MASTER PLAN (2000)
- ELLIOT PARK NEIGHBORHOOD MASTER PLAN (2002)
- THE LORING PARK NEIGHBORHOOD MASTER PLAN (2013)
- NICOLLET ISLAND-EAST BANK SMALL AREA PLAN (2014)
- BASSETT CREEK VALLEY MASTER PLAN (2007)



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Small Area Plans: Downtown Sector Small Area Plan Matrix Map



SMALL AREA PLAN ANALYSIS 5.20.15

Downtown Public Realm Framework/
Downtown Service Area Master Plan
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Small Area Plans: Downtown Sector Small Area Plan Matrix

Map Key	Sector	Neighborhood (s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C-Completed, I-Incorporated in CIP, P-Planned, N-No change)	Document	Page	Year
M1	East	Marcy-Holmes		Connectivity		8th St SE	Central Ave SE, 15th Ave SE		Marcy-Holmes Neighborhood Master Plan	p. 28	2014
M2	East	Marcy-Holmes	H) A formal, cohesive, pedestrian- and bicycle-friendly 5th Street SE	Green Street		5th St SE	Central Ave SE, 15th Ave SE		Marcy-Holmes Neighborhood Master Plan	p. 9, 28	
M3	East	Marcy-Holmes		Connectivity		University Avenue SE	Central Ave SE, 15th Ave SE		Marcy-Holmes Neighborhood Master Plan	p. 28	
M4	East	Marcy-Holmes		Connectivity		4th St SE	Central Ave SE, 15th Ave SE		Marcy-Holmes Neighborhood Master Plan	p. 28	
M5	East	Marcy-Holmes	I) 11th Avenue SE bike friendly connection between Marcy Park and the Riverfront	Bike Facility		11th Ave SE	Marcy Park and Riverfront		Marcy-Holmes Neighborhood Master Plan	p. 9	
M6	East	Marcy-Holmes		Bike Facility		6th Ave SE	Hennepin Ave SE, Stone Arch Bridge		Marcy-Holmes Neighborhood Master Plan	p. 28	
M7	East	Marcy-Holmes		Bike Facility		10th Ave SE	Como Ave SE, 10th Ave Bridge		Marcy-Holmes Neighborhood Master Plan	p. 28	
M8	East	Marcy-Holmes		Bike Facility		2nd St SE	Central Ave SE, 11th Ave SE		Marcy-Holmes Neighborhood Master Plan	p. 51	
L1	Downtown	Loring Park	4.2. Access to the Southwest LRT Stations & Cedar Lake Trail: Improve pedestrian and bicyclist access to the Cedar Lake Trail and to the planned Southwest LRT stations at Royalston and Van White Boulevard through short-term and long-term projects described in the Walking and Biking sections of this chapter.	Connectivity	Bike Facility	Royalston	Cedar Lake Trail, Southwest LRT		The Loring Park Neighborhood Master Plan	Chapter 4, p. 8	2013
L2	Downtown	Loring Park		Connectivity	Bike Facility	Van White Blvd	Cedar Lake Trail, Southwest LRT		The Loring Park Neighborhood Master Plan	Chapter 4, p. 8	
L3	Downtown	Loring Park	4.9 Groveland Bridge Design: As this bridge spanning I-94 is rebuilt or improved. Through a public process and in collaboration with Stevens Square Community Organization, ensure that sidewalks have adequate width, access, ramps, lighting and decorative railings. Utilize public art to establish a gateway with a sense of welcoming to the Loring Park Neighborhood from Stevens/Loring Heights.	Connectivity		Groveland Ave	I-94		The Loring Park Neighborhood Master Plan	Chapter 4, p. 12	
L4	Downtown	Loring Park	4.17 15th Street Bridge Design (east to Elliott Park): As this bridge to Elliott Park is rebuilt or improved, through a public process ensure that sidewalks have adequate width, access ramps, lighting and decorative railings. Utilize public art within the bridge design to establish a sense of welcoming to the neighborhood.	Connectivity		15th Street	MIN 65, I-35W		The Loring Park Neighborhood Master Plan	Chapter 4, p. 13	
L5	Downtown	Loring Park	4.18 First Avenue Bridge Design: As this freeway overpass bridges is rebuilt or improved, through a public process ensure that sidewalks have adequate width, access ramps, lighting and decorative railings. Where appropriate, establish public art to establish a sense of welcoming to the Loring Park Neighborhood from Stevens/Loring Heights.	Connectivity		1st Ave S	I-94		The Loring Park Neighborhood Master Plan	Chapter 4, p. 13	

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L6	Downtown	Loring Park	4.13 Improvements to 16th, 17th & Laurel - Support the efforts of the Basilica of St. Mary to work with the City to reconfigure the adjacent portions of 16th, 17th and Laurel Avenues for improved traffic circulation, safety, emergency access and parking in that confined area while preserving public access. These public improvements would be consistent with the Basilica's site master plan.	Site Circulation		16th St N, 17th St N, Laurel Ave			The Loring Park Neighborhood Master Plan	Chapter 4, p. 13	
L7	Downtown	Loring Park	4.20 b. Harmon Place and Yale Place as Connectors - Enhance Harmon Place and Yale Place in their role as a complementary pair of neighborhood local access streets by investing in pedestrian and bicycling environments that stretch from Loring Park and MCTC to St. Thomas University. The bicycle route across Loring Park is routed along the western side of the park, so Harmon Place should serve as a bicycle connection from the Park to the north through the MCTC campus north to 10th Street.	Bike Facility		Harmon Place and Yale	Spruce Pl, 12th St S and 10th St		The Loring Park Neighborhood Master Plan	Chapter 4, p. 17	
L8	Downtown	Loring Park	4.20 d. Harmon Place Streetscape Improvements - Improve Harmon Place from MCTC to Tenth Street South to function as a traffic-calmed street that welcomes pedestrians and bicyclists, residents, office workers, and people traveling to Minneapolis Community and Technical College (MCTC), and St. Thomas University. Adhere to the following community supported guidelines when designing improvements along Harmon Place between Spruce Street and Tenth Street...	Connectivity	Bike Facility	Harmon Place	Spruce Pl, 10th St S		The Loring Park Neighborhood Master Plan	Chapter 4, p. 17	
L9	Downtown	Loring Park	4.20 h. Public Space: Hennepin Avenue at Basilica of St. Mary. Support efforts to define the space in front of the basilica (including, from building to build, areas including the street, intersection, interstate wall and underpass)... as a prominent public space through improvements to landscaping, infrastructure and teh addition of public art.	Gathering Place		Hennepin Ave	Basilica of St. Mary		The Loring Park Neighborhood Master Plan	Chapter 4, p. 24	
L10	Downtown	Loring Park	4.22 c. Nicollet Avenue - Maintain and enhance the Nicollet Avenue streetscape from Grant Street to the Stevens Square Neighborhood and encourage an active, safe and enjoyable sidewalk experience.	Connectivity		Nicollet Ave	Grant St, Stevens Square (I-94)		The Loring Park Neighborhood Master Plan	Chapter 4, p. 29	
L11			4.22 d. East-West Connections- Improve east-west pedestrian connections between the Minneapolis Convention Center, Nicollet Avenue, and Loring Park. Take advantage of the close proximity between the major destinations of the district by improving the quality of east-west pedestrian corridors. Better connections between the residential portions of Loring Village and Loring Village Activity Center will support more activity on Nicollet Avenue and will provide more attractive walking options for visitors who visit multiple destinations in the neighborhood. East-West connections include Grant Street, 14th Street and 15th Street.	Connectivity		Grant St, 14th St, 15th St			The Loring Park Neighborhood Master Plan	Chapter 4, p. 31	
see L11	Downtown	Loring Park	4.22 e. Grant Street- Develop Grant Street as a primary on-street green corridor connecting Nicollet Avenue South (also know as "East Street"), Loring Park, and the front door of the Minneapolis Convention Center.	Connectivity	Green Street	Grant St W	1st Ave S, Willow St		The Loring Park Neighborhood Master Plan	Chapter 4, p. 31	

Small Area Plans: Downtown Sector Small Area Plan Matrix

Map Key	Sector	Neighborhood (s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C-Completed, I-Incorporated in CIP, P-Planned, N-No change)	Document	Page	Year
see L11	Downtown	Loring Park	4.22 f. 14th Street - In addition to the general streetscape improvement recommendations found in item 4.11.a, the following street specific policies are recommended: i. Sidewalks & Walkways - Improve walkway quality and address sidewalk width / clearance issues between the west entrance of the convention center to Nicollet Avenue and to Loring Park.	Connectivity		14th St W	Nicollet Ave, Willow St		The Loring Park Neighborhood Master Plan	Chapter 4, p. 32	
L12	Downtown	Loring Park	4.22 g. 15th Street- In addition to the general streetscape improvement recommendations found in item 4.11.a, the following street specific policies are recommended: i. Sidewalks & Walkways - Improve walkway quality and address width / clearance issues between Nicollet Avenue and the Hennepin-Lyndale Corridor.	Connectivity		15th St W	Nicollet Ave, Lyndale Ave		The Loring Park Neighborhood Master Plan	Chapter 4, p. 32	
L13	Downtown	Loring Park	4.26 Walking to the North Loop Neighborhood: Through a public process including affected neighborhood organizations, improve walking and bicycling between the Loring Park Neighborhood and the North Loop Neighborhood by improving the environment along 11th and 12th Streets and along 16th Street. Improvements in that corridor may include striped pedestrian crossings, better lighting, street trees and land redevelopment that is more attractive to view and provides more "eyes on the street." The North Loop Neighborhood includes attractions such as the Farmers' Market, Cedar Lake Trail access, and ten planned light rail transit stations along Royalston Street and at Target Field.	Connectivity		11th St, 12th St, 16th St			The Loring Park Neighborhood Master Plan	Chapter 4, p. 36	
L14	Downtown	Loring Park	4.41 p. Grand Promenade: Develop walkway from the Loring Greenway across Loring Park to the Walker Art Center as a feature "promenade" for residents and visitors.	Connectivity		Loring Greenway	Loring Park, Walker Art Center		The Loring Park Neighborhood Master Plan	Chapter 4, p. 37	
N1	Downtown	North Loop		Connectivity		16th St N			North Loop Small Area Plan	p. 62	2010
N2	Downtown	North Loop	4. Improve the connections between the Lower North Loop and the Downtown core via 16th Street North, 12th Street North, 11th Street North, Glenwood Avenue, and Linden Avenue by installing improved signage that indicates appropriate pedestrian and auto routes through the neighborhood and clear routes to destinations in the area.	Connectivity		12th St N			North Loop Small Area Plan	p. 62	
N3	Downtown	North Loop		Connectivity		11th St N			North Loop Small Area Plan	p. 62	
N4	Downtown	North Loop		Connectivity		Glenwood Ave			North Loop Small Area Plan	p. 62	
N5	Downtown	North Loop		Connectivity		Linden Ave			North Loop Small Area Plan	p. 62	
N6	Downtown	North Loop	7. Emphasize 7th Street North as a major pedestrian, bicycle, and automobile route that safely connects the Downtown office core, the North Loop neighborhood, and neighborhoods in North Minneapolis. Pedestrian enhancements on the 7th Street North Bridge over Interstate 94 and the intersections with West and East Lyndale Avenue North should be a priority.	site circulation	bike facility	7th St N	W. Lyndale Ave N, Hennepin Ave		North Loop Small Area Plan	p. 62	
	Downtown	North Loop	Figure 3.1 Planning Diagram						North Loop Small Area Plan	p. 11	

Map Key	Sector	Neighborhood (s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C-Completed, I-Incorporated in CIP, P-Planned, N-No change)	Document	Page	Year
	Downtown		NO STREETS IDENTIFIED			Nicolet Mall	Loring Greenway, Washington and Hennepin Ave		Development Objectives for North Nicolet Mall	p. 14	1999
B1	North	Bryn Mawr, Harrison	Green Streets (Figure 4.7) are proposed on Irving and Humboldt Avenues between Currie and Bassett Creek Commons and a segment along the Commons near Cedar Lake Road. Green Streets provide sidewalks, turf areas, landscaping and stormwater infiltration. Green Streets are not intended for vehicle traffic, although they are designed to accommodate emergency vehicles.	Green Streets		Irving Ave	Currie Ave, Bassett Creek Commons		Bassett Creek Valley Master Plan	p. 4-14	2007
B2	North	Bryn Mawr, Harrison		Green Streets		Humboldt Ave	Currie Ave, Bassett Creek Commons		Bassett Creek Valley Master Plan	p. 4-14	
B3	North	Bryn Mawr, Harrison	Perhaps the most significant change in the street system in the Valley is the construction of Van White Memorial Boulevard to connect Dunwoody Boulevard to Highway 55 and beyond. This new boulevard will create an important link between north and south Minneapolis and will be one of the primary catalysts for change in Bassett Creek Valley.	Connectivity		Van White Memorial Blvd	Dunwoody Blvd, Highway 55		Bassett Creek Valley Master Plan	p. 4-12	
B4 (remove)	North	Bryn Mawr, Harrison	Luce Line Trail-Currently, The Luce Line Trail enters the Valley from the west at the bridge over Bassett Creek on Cedar Lake Road and then travels through Bryn Mawr Meadows to connect to the Cedar Lake Trail. This plan suggests realigning the trail east along two legs. One would link with Van White Memorial Boulevard through Bassett Creek Commons. Another would link with the Cedar Lake Trail at a raised plaza in Linden Yards West through Bryn Mawr Meadows and via the proposed pedestrian bridge.	Trails		Luce Line Trail			Bassett Creek Valley Master Plan	p. 4-12	
B5 (remove)	North	Bryn Mawr, Harrison	Cedar Lake Trail- Today Cedar Lake Trail travels adjacent to I-394 along the southern edge of Linden Yards. In planning for the possibility of the Southwest Transitway extending through Linden Yards, the City and Hennepin County have determined that the trail would shift location to be adjacent to the transit line as illustrated in Figure 4.1. This alignment allows for fewer street crossings, especially with new roadway access needed to redevelop Linden Yards. This plan suggests that Cedar Lake Trail rise in elevation in the Linden Yards West district to meet the raised plaza and link to the Luce Line Trail over the pedestrian bridge. This trail linkage will further enhance the important links between open space and recreational amenities throughout the Valley.	Trails		Cedar Lake Trail			Bassett Creek Valley Master Plan	p. 4-12	
B6 (remove)	North	Bryn Mawr, Harrison	In order to reestablish important street and pedestrian links in this area, the Future Development Scenario illustrates several new and realigned streets. Dupont Avenue is proposed to be extended southward from its current terminus at Currie Avenue to link with a bridge over the BN rail line to provide additional access to Linden Yards.	Proposed Street		Dupont Ave N	Currie Ave, over BN rail line		Bassett Creek Valley Master Plan	p. 4-12	

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B7 (remove)	North	Bryn Mawr, Harrison	Bryant Avenue is suggested to be realigned (replacing Colfax Avenue) from Glenwood Avenue to Currie Avenue to create a fully-aligned intersection at Bryant & Glenwood.	Proposed Street		Bryant Ave N	Glenwood Ave to Currie Ave		Bassett Creek Valley Master Plan	p. 4-13	
B8	North	Bryn Mawr, Harrison	Commercial Corridor- This plan suggests that Glenwood Avenue should be designated as a "commercial corridor" from Cedar Lake Road to Lyndale Avenue. Commercial corridors are designed for more intensive development and higher traffic streets with traditional storefront character, exactly the type of mixed-use redevelopment proposed for Glenwood Avenue.	Connectivity	Commercial Corridor designation	Glenwood Ave	Cedar Lake Road to Lyndale Ave.		Bassett Creek Valley Master Plan	p. 6-8	
B9	North	Bryn Mawr, Harrison		Connectivity	Commercial Corridor designation	Cedar Lake Road S	Glenwood Ave to Morgan Ave S		Bassett Creek Valley Master Plan	p. 6-5	
B10 (remove)	North	Bryn Mawr, Harrison	And, a new east/west street connection is proposed from Dupont Avenue to Van White Memorial Boulevard.	Proposed Street (see B6)					Bassett Creek Valley Master Plan	p. 4-13	
B11 (remove)	North	Bryn Mawr, Harrison		Proposed Street						p. 4-13	
See S1	North	Summer Glenwood, Harrison, Near North	5. Build a supportive, pedestrian friendly street framework: incorporate a modified street grid network that includes curvilinear streets, construct a north-south boulevard, change the character of and reduce excessive speeds on Olson Memorial Highway.	Site Circulation					Minneapolis Near Northside Master Plan	p. 16	2000
see S2, S3	North	Summer Glenwood, Harrison, Near North	...and reconnect Lyndale Avenue to the neighborhood; provide opportunities for alternative modes of transportation	Site Circulation					Minneapolis Near Northside Master Plan	p. 16	
S1	North	Summer Glenwood, Harrison, Near North	Olson Memorial Highway -The design intent incorporates new alignments to slow traffic, reduced pavement widths, trees within the median and along both sides of the roads, pedestrian scale lights lining the north and south sides of the highway, and sidewalks. The redesigned roadway will contribute to a safer, enhanced pedestrian environment and will redefine this corridor as not just a place for vehicles but also as an address for the community.	Connectivity		Olson Memorial Highway	Humboldt Ave, Lyndale Ave		Minneapolis Near Northside Master Plan		
S2	North	Summer Glenwood, Harrison, Near North	Lyndale Avenue - Existing Lyndale Avenue on the west side of Interstate 94 is oversized in relation to the current traffic volume that it carries.... To better utilize Lyndale Avenue, the Master plan splits Lyndale into two components, "local" Lyndale and "through" Lyndale, between 7th Street and Olson Memorial Highway and again Olson Memorial Highway and 4th Ave North, a portion of Lyndale Avenue (local Lyndale) will split off to the west and enter the neighborhood.	Site Circulation		Lyndale	7th St N, Olson Memorial		Minneapolis Near Northside Master Plan	p. 24	
S3	North	Summer Glenwood, Harrison, Near North		Site Circulation		Lyndale	Olson Memorial, 4th Ave N		Minneapolis Near Northside Master Plan	p. 24	
see N11	East	Nicollet Island-East Bank	1. Seek the traffic and other studies needed to inform discussions regarding the possible restoration of East Hennepin	Connectivity		E Hennepin Ave	1st St S, Central Ave		Nicollet Island-East Bank Neighborhood Small Area Plan	p. 3-2, 3-4	2014

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see N12	East	Nicollet Island-East Bank	Avenue and 1st Avenue Northeast to two-way traffic operations as well as 4th Street within the neighborhood.	Connectivity		1st Ave NE	1st St S, Central Ave		Nicollet Island-East Bank Neighborhood Small Area Plan	p. 3-2, 3-4	
see N12	East	Nicollet Island-East Bank	Improve pedestrian experience and streetscape along the neighborhood's main corridors, especially along 1st Avenue Northeast	Connectivity		1st Ave NE	Main St, Central Ave		Nicollet Island-East Bank Neighborhood Small Area Plan	p. 3-9	
N11	East	Nicollet Island-East Bank	Improve bicyclist safety and comfort	Bike Facility	Connectivity	Hennepin Ave E	1st St S, Central Ave		Nicollet Island-East Bank Neighborhood Small Area Plan	p. 3-10	
N12	East	Nicollet Island-East Bank		Bike Facility	Connectivity	1st Ave NE	1st St S, Central Ave		Nicollet Island-East Bank Neighborhood Small Area Plan	p. 3-10	
N13	East	Nicollet Island-East Bank	Improve bicyclist safety and comfort	Bike Facility	Connectivity	Central Ave	1st St S, E Hennepin Ave		Nicollet Island-East Bank Neighborhood Small Area Plan	p. 3-10	
N14	East	Nicollet Island-East Bank		Bike Facility	Connectivity	4th St	1st Ave NE, Central Ave		Nicollet Island-East Bank Neighborhood Small Area Plan	p. 3-10	
N15	East	Nicollet Island-East Bank	Extending the bicycling lanes on 4th Street and University Avenue will assist in accommodating a relatively high volume of bicyclists in the area.	Bike Facility	Connectivity	University Ave	3rd Ave NE, Central Ave		Nicollet Island-East Bank Neighborhood Small Area Plan	p. 3-10	
1	Downtown	Elliot Park	Elliot Park Promenade (E. 17th Street)	Green Street		17th Street E	Franklin Steel Park to "Triangle Park" (don't think this exists)		Elliot Park Neighborhood Master Plan	10	2002
2	Downtown	Elliot Park	Elliot Park Boulevard (E 14th Street)	Green Street		14th Street E	5th Ave to Elliot Park		Elliot Park Neighborhood Master Plan	10	2002
3	Downtown	Elliot Park	"Promote 2-way traffic for both 9th and 10th Streets east of 5th Avenue"	Connectivity		9th Street, 10th Street	5th Ave to Elliot Park		Elliot Park Neighborhood Master Plan	6	
4	Downtown	Elliot Park	"Develop streetscape improvements to promote connections to downtown along 9th Street and the new Elliot Park Boulevard"	Connectivity		9th Street	5th Ave to Elliot Park		Elliot Park Neighborhood Master Plan	6	
5	Downtown	Elliot Park	"Create new public square, urban plaza, gathering space within the Central Core District" (map implies intersection of Centennial Ave. and 10th Street)	gathering place		10th Street	Centennial Ave.		Elliot Park Neighborhood Master Plan	6	
6	Downtown	Elliot Park	"Promote 'right-sizing' of one-way pair connector streets, with a focus on Park and Portland, 7th and 8th Streets"	site circulation		Park Ave, Portland Ave, 7th Street, 8th Street	Neighborhood bounds		Elliot Park Neighborhood Master Plan	7	
7	Downtown	Elliot Park	"Create Streetscape improvements along Chicago Avenue, which encourage 'green street' connection to LRT station at 5th Street and the riverfront."	Green Street		Chicago Avenue	Neighborhood bounds		Elliot Park Neighborhood Master Plan	7	
8	Downtown	Elliot Park	"Create streetscape improvements along 11th Avenue, which encourage 'green street' connection to the riverfront."	Green Street		11th Avenue	Neighborhood bounds		Elliot Park Neighborhood Master Plan	7	
9	Downtown	Elliot Park	"Create streetscape improvements that will bring greater emphasis to destination/amenity streets within the Central Core district"	Site Circulation	Connectivity	8th, 9th, 10th, 15th, and 15th Streets	Between Portland Ave and Elliot Ave		Elliot Park Neighborhood Master Plan	7	

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1	Downtown	DT East/North Loop	"Consider eliminating one of the two westbound traffic lanes on South 5th Street between Fifth Avenue South and Chicago Avenue in order to extend and maintain a consistent and high quality pedestrian spine along the LRT Corridor."	Site Circulation	Connectivity	5th Street	5th Ave S., and Chicago Ave		Downtown East/North Loop Master Plan	51	2003
2	Downtown	DT East/North Loop	"Development of a detailed program to divert through traffic entering South 5th Street (from east Interstate 94) at 11th Avenue South to South 3rd Street and South 7th Street."	Site Circulation	Connectivity	5th Street	Chicago Ave. to I-94	C as of 3/31/15	Downtown East/North Loop Master Plan	51	
3	Downtown	DT East/North Loop	Street Grid Additions (Figure 5.2 Map of Additions to the Downtown Street Grid)	Site Circulation	Connectivity	See Map: Connect N 3rd Street, N 4th Street, and N 5th Street between N 5th Avenue and N 3rd Ave; Connect Park Ave, Chicago Ave between 2nd Street and Washington Ave; Connect 9th Ave S between S 2nd Street and S. 4th Street			Downtown East/North Loop Master Plan	52	SEE MAP
4	Downtown	DT East/North Loop	Figure .3 Map of Extensions to the Downtown Bicycle Network	Bicycle Facility	Connectivity	See Map: Figure 5.3 Map of Extensions to the Downtown Bicycle Network			Downtown East/North Loop Master Plan	54	
5	Downtown	DT East/North Loop	"Continue to build extensions to the bicycle network within the Project Area, especially east/west along 4th Street from Downtown East to Hennepin Avenue, and on North 7th Street from Hennepin Avenue into the North Loop and beyond."	Bicycle Facility	Connectivity	4th Street, 7th Street	see map		Downtown East/North Loop Master Plan	55	
6	Downtown	DT East/North Loop	"Complete the bicycle connection through the North Loop from the west along the Cedar Lake Trail to Fourth Avenue North and the West River Road."	Bicycle Facility	Connectivity	Cedar Lake Trail	4th Ave N, West River Road		Downtown East/North Loop Master Plan	55	
7	Downtown	DT East/North Loop	Figure 5.4 Map of Designated Primary Pedestrian Corridors	Site Circulation	Connectivity	See map: Figure 5.4 Map of Designated Primary Pedestrian Corridors	see Map		Downtown East/North Loop Master Plan	56	
8	Downtown	DT East/North Loop	Figure 5.6 Map of Additions to the Skyway System	Site Circulation	Connectivity	See map: Figure 5.6 Map Additions to the Skyway System	around Downtown core		Downtown East/North Loop Master Plan	58	
9	Downtown	DT East/North Loop	Figure 5.8 Map of Streetscape and Open Space	Site Circulation	Gathering Place	See map: Figure 5.8: Map of Streetscape and Open Space	see map		Downtown East/North Loop Master Plan	61	
10	Downtown	DT East/North Loop	"In the near term, the 5th Street streetscape should be incorporated into the LRT Corridor to forge the major east/west pedestrian connection within Downtown Minneapolis. Streetscape enhancements articulated in the 5th Street Streetscape (see page 71) should be implemented as soon as possible."	Connectivity	Site Circulation	5th Street	Target Field to Metrodome		Downtown East/North Loop Master Plan	72	

Map Key	Sector	Neighborhood (s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C-Completed, I-Incorporated in CIP, P-Planned, N-No change)	Document	Page	Year
11	Downtown	DT East/North Loop	"Establish a streetscape zone that relates specifically to HCMC and the Metrodome so the district becomes more identifiable in downtown. This district should be bounded by South 6th Street on the north, Tenth Avenue South on the east, South 8th Street on the south, and Park Avenue on the west."	Gathering Place	Site Circulation	see policy description	Area between Metrodome and Elliot Park		Downtown East/North Loop Master Plan	80	
12	Downtown	DT East/North Loop	"Decking over freeway entry/exit trenches on the northeast corner of the Metrodome site would allow for the creation of a new public open space on the north side of the stadium."	Connectivity	Site Circulation	freeway entry/exit trench	northeast side of the stadium		Downtown East/North Loop Master Plan	81	
13	Downtown	DT East/North Loop	Figure 5.31 Map of Enhancing Existing View Corridors	Site Circulation		see map	Mostly views to the River		Downtown East/North Loop Master Plan	92	
14	Downtown	DT East/North Loop	Figure 5.33 Map of Enhancing Existing View Corridors to Hennepin Avenue	Site Circulation		see map	Views to Hennepin Ave		Downtown East/North Loop Master Plan	94	
15	Downtown	DT East/North Loop	"incorporate a streetscape along Chicago Avenue to tie together the central riverfront, the Mills District, Downtown East and Elliot Park."	Connectivity	Site Circulation	Chicago Ave.	River to 94		Downtown East/North Loop Master Plan	126	
16	Downtown	DT East/North Loop	"Maintain and enhance 11th Avenue South as an important link between the central riverfront, the Mills District, Downtown East, and Elliot Park."	Connectivity	Site Circulation	11th Ave.	River to 94		Downtown East/North Loop Master Plan	126	
17	Downtown	DT East/North Loop	"re-link South 3rd Street to 11th Avenue South to facilitate better traffic distribution throughout downtown."	Connectivity	Site Circulation	3rd Street	Chicago Ave. to 11th Ave.		Downtown East/North Loop Master Plan	127	
18	Downtown	DT East/North Loop	"...integrate the Nicollet Mall LRT Station with City's Skyway System so it becomes a focal point for new mixed-use development that anchors redevelopment in the North Nicollet Mall area of the existing Downtown Core."	Gathering Place	Site Circulation	Nicollet Mall LRT Station	to Skyways		Downtown East/North Loop Master Plan	127	
1	Downtown	Downtown East (Historic Mills)	"Chicago Avenue should receive special treatment to create a high-quality, pedestrian-friendly connection from the Downtown East LRT station/Metrodome to the riverfront." See Page 25 for detailed streetscape design guidelines	Connectivity	Site Circulation	Chicago Ave	LRT Station to W. River Parkway		Historic Mills District Master Plan Update	6 & 25	2001
2	Downtown	Downtown East (Historic Mills)	"...a plaza with no vehicular connection (except for emergency vehicles) was the preferred alternative between 2nd Street and West River Parkway. A pedestrian and bicycle connection to West River Parkway will be created, and a new driveway off of 2nd Street will provide access to the Mill City Museum and Humboldt complex."	Gathering Place	Connectivity	Chicago Ave.	2nd Street to W. River Parkway		Historic Mills District Master Plan Update	7	
3	Downtown	Downtown East (Historic Mills)	"From 2nd Street to Washington Avenue, Chicago Avenue will be a two-way, non-divided street with a wider sidewalk on the east side. Suggested improvements are included on page 25."	Site Circulation		Chicago Ave.	2nd Street to Washington Ave.		Historic Mills District Master Plan Update	7	
4	Downtown	Downtown East (Historic Mills)	"Washington [Avenue] would be the center of a new neighborhood that would extend south from the river."	Connectivity		Washington Avenue			Historic Mills District Master Plan Update	8 & 28	
5	Downtown	Downtown East (Historic Mills)	"Streets that connect from Elliot Park and Downtown East to the river (Chicago and Portland) would be of a higher order than those that do not connect (Park, 9th, and 10th)."	Connectivity		Chicago Ave. and Portland Ave.	W. River Parkway to Elliot Park		Historic Mills District Master Plan Update	8	

Small Area Plans: Downtown Sector Small Area Plan Matrix

Map Key	Sector	Neighborhood(s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C-Completed, J-Incorporated in CIP, P-Planned, N-No change)	Document	Page	Year
6	Downtown	Downtown East (Historic Mills)	"In order to further enhance transit access to and from the Mills District, the Guthrie Alternative recommends extension of a Metro Transit route, tentatively No. 18) from the Nicollet Mall downtown, through the Mills District on 2nd Street, to the Downtown East LRT station."	Connectivity		2nd Street	Nicollet to Chicago		Historic Mills District Master Plan Update	8	
7	Downtown	Downtown East (Historic Mills)	"If parking needs on the south side of Washington are met by above-grade facilities, skyways connecting those parking facilities to the Downtown East LRT station are recommended."	Site Circulation	Connectivity	LRT to Washington Ave.	4th Street, 3rd Street, Washington Ave.		Historic Mills District Master Plan Update	9	
8	Downtown	Downtown East (Historic Mills)	Proposed New Streets (to complete downtown street grid to the river). See Fig. 11, pg. 12, see page 29 for detailed design for 9th & 10th Ave.	Connectivity	Site Circulation	Fifth, Park, Chicago, 9th, 11th Aves	3rd Street/Washington to 2nd Street		Historic Mills District Master Plan Update	12 & 29	
9	Downtown	Downtown East (Historic Mills)	Proposed Bike/Pedestrian Trails. See Fig. 21 pg. 17	Bike Facility	Site Circulation	W. River Parkway and Mill Ruins area			Historic Mills District Master Plan Update	17	
10	Downtown	Downtown East (Historic Mills)	Pedestrian Access must be accommodated along the entire perimeter of the site (Guthrie Theater Site). See Fig. 28 pg. 22	Site Circulation		Guthrie Theater site			Historic Mills District Master Plan Update	22	
11	Downtown	Downtown East (Historic Mills)	District-Wide Landscape Plan (includes Parks and Open Space, Plazas and Paved Open Space. Figure 33 pg. 24	Green Street		Mills District			Historic Mills District Master Plan Update	24	
1	South	Cedar Riverside	"Designate Cedar/Washington and Riverside Avenues as Commercial Corridors, and encourage the development of buildings with active, pedestrian-oriented uses on the ground floor along both avenues."	Site Circulation	Connectivity	Cedar/Washington and Riverside	between 35W and 94		Cedar-Riverside Small Area Plan	82	2008
2	South	Cedar Riverside	"Maintain the designated Activity Center in the commercial area along Washington/Cedar Avenue, which supports activity throughout the day and evening, higher density housing, and pedestrian and transit orientation. Provide a boundary that generally follows the current C3A Activity Center zoning."	Gathering Space	Site Circulation	Cedar/Washington Avenues	Seven Corners area		Cedar-Riverside Small Area Plan	82	2008
3	South	Cedar Riverside	"Increase green space along the Commercial Corridors (Cedar Avenue and Riverside Avenue) when reconstruction projects occur."	green street	Site Circulation	Cedar Avenue and Riverside Avenue	Between 35W and 94		Cedar-Riverside Small Area Plan	84	2008
4	South	Cedar Riverside	"Consider reconnection of 15th Ave S. across the Washington Ave. S. to provide a more connected street grid and better accessibility for adjacent properties."	Connectivity	Site Circulation	15th Avenue S	over Washington Ave.		Cedar-Riverside Small Area Plan	111	2008
5	South	Cedar Riverside	"Identify pedestrian routes and corridors through the neighborhood between the major streets, including east/west connections along 4th, 5th, and 6th Streets."	Site circulation	Connectivity	4th, 5th, and 6th Streets	Across 35W to Riverside Ave.		Cedar-Riverside Small Area Plan	111	2008
6	South	Cedar Riverside	"Explore options to connect public bicycle and pedestrian paths to internal bicycle and pedestrian systems within large development and institutional campuses (e.g. University of Minnesota, Fairview Hospital, Augsburg College, Riverside Plaza. Develop safe and accessible bicycle and pedestrian linkages to parks, open spaces, LRT stations, and other public places, including places for people to gather and children to play."	Bike facility, site circulation, connectivity, gathering place	Bike facility, site circulation, connectivity, gathering place	destinations: U of M, Augsburg, Fairview Hospital, Riverside Plaza, Currie Park, W River Parkway, other parks, LRT station			Cedar-Riverside Small Area Plan	111	2008

Map Key	Sector	Neighborhood (s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C=Completed, I=Incorporated in CIP, P=Planned, N=No change)	Document	Page	Year
7a	South	Cedar Riverside	"1. Make improvements to Cedar Avenue consistent with its role as a pedestrian-oriented Commercial Corridor. A) Improve and enhance sidewalks and crosswalks with new materials and markings. B) Add streetscape improvements including street trees and other landscaping, street furniture, and pedestrian scale lighting. C) Look for opportunities to add raised or landscaped medians to enhance street appearance and safety, while still maintaining traffic flow and needed turn movements. D) Identify ways to provide a gateway to the neighborhood at northern and southern ends of Cedar/Washington Avenues. E) Improve bus stops along Cedar Avenue with improved seating, signage, and other amenities."	Connectivity, green streets, site circulation,	Connectivity, green streets, site circulation,	Cedar/Washington Avenues	35W to 94		Cedar Riverside Small Area Plan	112-113	2008
7b	South	Cedar Riverside	"2. Improve Cedar Ave intersections at Riverside Avenue and at Seven Corners to enhance pedestrian safety and accessibility. A) Make improvements including more visible intersection crosswalks, upgraded pedestrian signals, reconstruction of the triangle island at the Cedar Riverside intersection, new surface materials or patterns, general street repaving, and reconfigurations of turn lanes. B) Ensure that signal timing and turn prohibitions are in place to maximize safe and efficient travel for both pedestrians and vehicles C) Investigate use of bollards, planters, or similar barriers to discourage crossing at unsafe points outside of the intersection."	site circulation, green street	site circulation green street	Cedar/Washington Avenues	35W to 94		Cedar Riverside Small Area Plan	113	2008
8	South	Cedar Riverside	"Upgrade the mid-block crossing at vacated 5th Street (near Riverside Plaza), and create a public walkway through the corridor to Riverside Avenue, to improve pedestrian connectivity."	site circulation		5th Street	Cedar Ave to Riverside ave		Cedar Riverside Small Area Plan	113	2008
9	South	Cedar Riverside	"Create strong visual and physical connections for pedestrians and bicyclists between street and LRT stations. A) Add signage, lighting and public art improvements which guide pedestrians and bicyclists between Cedar and the LRT stations. B) Improve way-finding for people wishing to make a transfer between Cedar Ave buses and the LRT. C) Better integrate physical connections to the Hiawatha LRT station into the neighborhood as a whole, and ensure that the same is done with the new Central Corridor LRT."	site circulation	connectivity, bike facility	Cedar-Riverside LRT to Hiawatha Station			Cedar Riverside Small Area Plan	114	2008
10	South	Cedar Riverside	"1. Reconfigure Riverside Avenue within the existing curbs to allow for bicycle lanes, connecting over to both 19th Avenue and the Hiawatha LRT station, while ensuring maintenance of on-street parking and adequate traffic flow."	bicycle facilities	site circulation	Riverside Avenue	Cedar Ave to 94		Cedar Riverside Small Area Plan	114	2008
11	South	Cedar Riverside	"2. Improve safety and accessibility at pedestrian crossings, particularly at difficult intersections, including 20th Ave/5th St intersection."	site circulation		Riverside Avenue	20th St/5th St intersection		Cedar Riverside Small Area Plan	115	2008
12	South	Cedar Riverside	"4. Investigate other potential long term projects to enhance the Riverside avenue corridor, including improved pedestrian facilities, landscaping along the street and in the median, and other amenities.... C) Identify opportunities to green the corridor, including street trees, planters, pocket parks, and other landscaping."	green street	site circulation	Riverside Avenue	Cedar Ave to 94		Cedar Riverside Small Area Plan	115	2008

Small Area Plans: Downtown Sector Small Area Plan Matrix

Map Key	Sector	Neighborhood(s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C-Completed, I-Incorporated in CIP, P-Planned, N-No change)	Document	Page	Year
13	South	Cedar Riverside	"1. The Central Corridor station serving the area should be in the heart of the neighborhood...c) Expand open areas at the station entrances to create attractive, landscaped pedestrian plaza spaces." "3.C. Develop bicycle and pedestrian amenities at station entrance points, including bicycle parking, benches, trash receptacles, landscaping, and informational kiosks."	gathering place, green street	connectivity	Washington Ave.	Cedar Ave.		Cedar-Riverside Small Area Plan	115	2008
14	South	Cedar Riverside	"3.C. Develop bicycle and pedestrian amenities at station entrance points, including bicycle parking, benches, trash receptacles, landscaping, and informational kiosks."	bicycle facilities	site circulation, gathering place	Cedar/Washington Avenues			Cedar-Riverside Small Area Plan	116	2008
15	South	Cedar Riverside	"4. Promote station design that is attractive and reflects the unique character of the Cedar Riverside neighborhood. A) work in coordination with neighborhood representatives, including arts and cultural institutions to develop themes consistent with neighborhood character. b) Incorporate public art into the station design."	gathering place	connectivity	Cedar/Washington Avenues			Cedar-Riverside Small Area Plan	116	2008
1	South	Franklin/Cedar-Riverside	"4. Pedestrian paths between the station and major LRT patron origins and destinations within a five-minute walk (1/4 mile) of the station should possess clear wayfinding to the station area, a comfortable and attractive walking environment to the station, and promote personal safety."	site circulation	connectivity	Station areas (West Bank, Cedar-Riverside, Franklin Stations)			Franklin/Cedar-Riverside TOD Master Plan (link broken)	35	2002
2	South	Franklin/Cedar-Riverside	"5. Bicycle routes within a 1/2 mile of the station should provide safe facilities for bicycle use and bicycle access should be considered when planning for development immediately adjacent to the station area."	bike facility	connectivity	Station areas (West Bank, Cedar-Riverside, Franklin Stations)			Franklin/Cedar-Riverside TOD Master Plan (link broken)	35	2002
3	South	Franklin/Cedar-Riverside	"Boulevards should match existing adjacent conditions to a width no less than five feet wide. Existing boulevard trees shall be preserved wherever possible. In primary commercial blocks, trees should be planted in grates to preserve a maximum amount of walk surface....Landscape elements should be included along plazas and pedestrian passages that will provide shade and seasonal color but not obstruct visibility to the stations or limit perception of safety."	green street	site circulation	Franklin Ave. East of HWY 55, Cedar Ave between Franklin and 20th Ave (?), north of I-94, 6th Street between 16th and 15th Avenues.			Franklin/Cedar-Riverside TOD Master Plan (link broken)	63	2002
4	South	Franklin/Cedar-Riverside	"6.4 Multi-modal connections:...Architectural elements, lighting, signage, furnishings and public art should be used together to contribute a sense of identity and continuity throughout the TOD area. A language of signage and design elements should be developed identifying transit nodes and connective passages within the station area."	connectivity	site circulation	Station areas (West Bank, Cedar-Riverside, Franklin Stations)			Franklin/Cedar-Riverside TOD Master Plan (link broken)	64	2002
5	South	Franklin/Cedar-Riverside	"Implement sequential art gateway and/or other pedestrian improvement to 6th Street corridor to Cedar-Riverside station. Open up green spaces at 6th and Cedar top provide opportunities for visual connections back to station block. Design and implement "gateway" transit shelters at 6th and Cedar."	connectivity	gathering place	6th Street	Cedar to Cedar-Riverside Station		Franklin/Cedar-Riverside TOD Master Plan (link broken)	70	2002
6	South	Franklin/Cedar-Riverside	"Lower or eliminate Currie Park berms to open up views to downtown; provide trailhead or "gateway" element to downtown along LRT trail."	connectivity	gathering place	Currie Park	Currie Park		Franklin/Cedar-Riverside TOD Master Plan (link broken)	70	2002

Map Key	Sector	Neighborhood (s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C-Completed, I-Incorporated in CIP, P-Planned, N-No change)	Document	Page	Year
P1	Downtown	Downtown	"Complete improvements to Loring Greenway and linkage to Nicollet Mall"	Connectivity	Green Street	Loring Greenway	Loring Park to Nicollet Mall		Minneapolis Access 10-Year Transportation Downtown Action Plan	10	2007
P2	Downtown	Downtown	"Design and Construct 13th Street plaza between Nicollet Mall and Convention Center."	gathering place	Connectivity	13th Street	Loring Greenway to Convention Center		Minneapolis Access 10-Year Transportation Downtown Action Plan	10	2007
P3	Downtown	Downtown	"Provide a linkage between West River Parkway and the Cedar Lake Trail."	Connectivity	Green Street	4th Ave N	Cedar Lake Trail to West River Parkway		Minneapolis Access 10-Year Transportation Downtown Action Plan	10	2007
P4	Downtown	Downtown	"Design and construct North Loop pedestrian connections between 2nd St. N and Washington Avenue for better transit connections."	Connectivity	Site Circulation	2nd, 3rd, 4th, 5th, 6th Ave N	Washington Ave. N to 2nd Street N		Minneapolis Access 10-Year Transportation Downtown Action Plan	10	2007
P5	Downtown	Downtown	"Provide an improved pedestrian connection between Elliot Park and Downtown"	Connectivity	Site Circulation	8th Street S	Elliot Park to Downtown Core		Minneapolis Access 10-Year Transportation Downtown Action Plan	10	2007
P6	Downtown	Downtown	"Provide an improved pedestrian connection between Cedar-Riverside and downtown."	Connectivity	Site Circulation	Washington Ave. SE	Cedar-Riverside to Downtown Core		Minneapolis Access 10-Year Transportation Downtown Action Plan	10	2007
P7	Downtown	Downtown	"Improve pedestrian crossings at freeway entrance and exit ramps." [Hwy 65 @ 10th St. S]	Site Circulation	Connectivity	10th Street	Hwy 65 into Downtown		Minneapolis Access 10-Year Transportation Downtown Action Plan	10	2007
P8	Downtown	Downtown	"Improve pedestrian crossings at freeway entrance and exit ramps." [I-35W @ Washington Ave. S]	Site Circulation	Connectivity	Washington Ave. SE	I-35W		Minneapolis Access 10-Year Transportation Downtown Action Plan	10	2007
P15	Downtown	Downtown	"Install signing or mapping where wayfinding is needed: Bike land and sidewalk gaps, Metrodome LRT station and Guthrie, Nicollet Mall and River, Convention Center, Skyway maps at transit shelters."	Site Circulation	Site Circulation	See descriptions	See descriptions		Minneapolis Access 10-Year Transportation Downtown Action Plan	46	2007
B1a	Downtown	Downtown	"Modify/reconstruct existing bike lanes with seal coating or street reconstruction projects (cost included in street projects.)"	Bicycle Network	Site Circulation	Nicollet Mall			Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007
B1b	Downtown	Downtown	"Modify/reconstruct existing bike lanes with seal coating or street reconstruction projects (cost included in street projects.)"	Bicycle Network	Site Circulation	Hennepin Ave			Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007

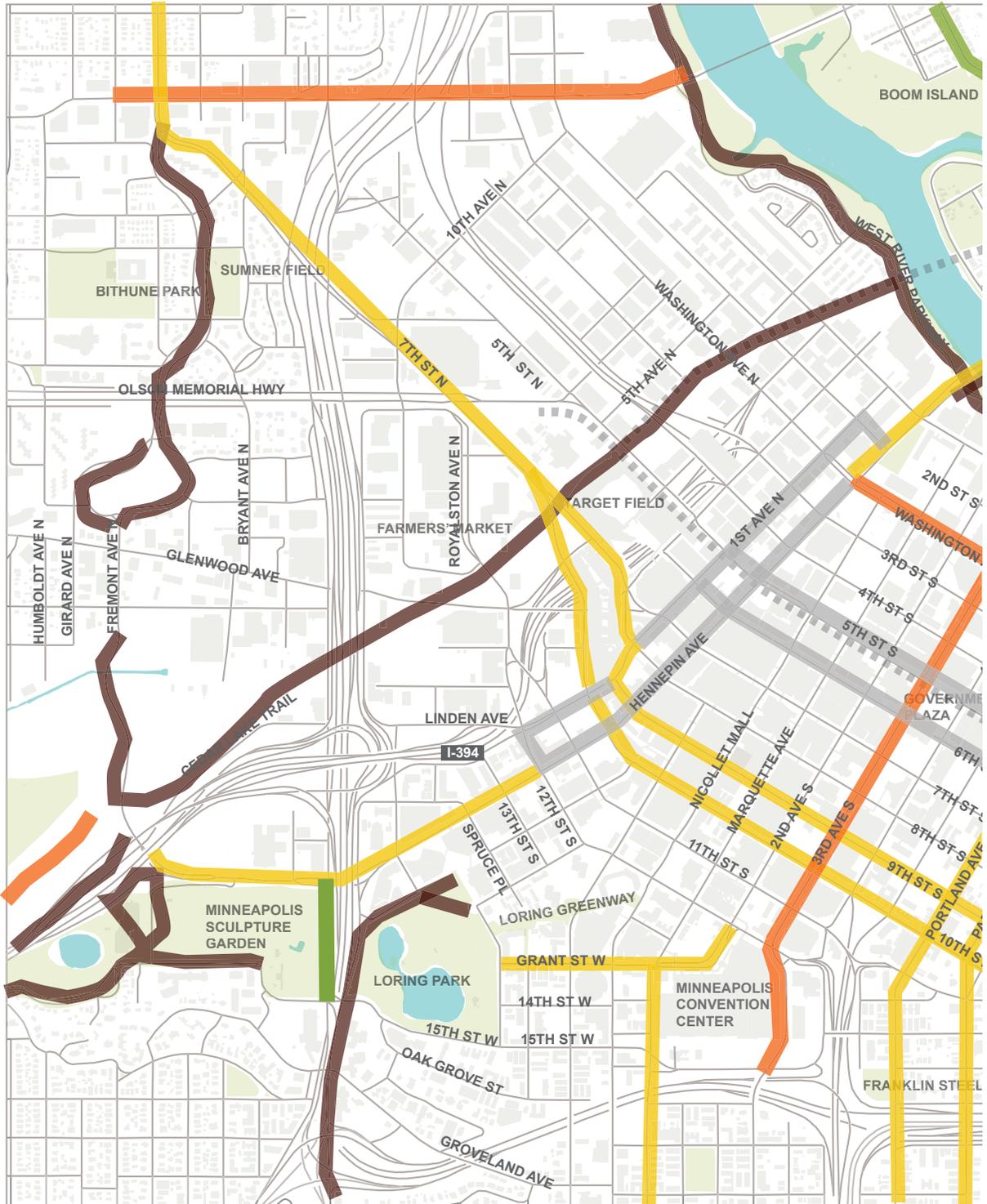
Small Area Plans: Downtown Sector Small Area Plan Matrix

Map Key	Sector	Neighborhood (s)	Policy	Primary Facility Type	Secondary Facility Type	Corridor	Intersections	Status (C-Completed, I-Incorporated in CIP, P-Planned, N-No change)	Document	Page	Year
B1c	Downtown	Downtown	"Modify/reconstruct existing bike lanes with seal coating or street reconstruction projects (cost included in street projects)."	Bicycle Network	Site Circulation	Portland Ave			Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007
B2	Downtown	Downtown	"Construct Cedar Lake Trail Phase 3 link to West River Parkway."	Bicycle Network	Connectivity	Cedar Lake Trail	West River Parkway		Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007
B3	Downtown	Downtown	"Connect Hennepin Avenue bike lanes to East Hennepin and Loring Park."	Bicycle Network	Connectivity	Hennepin Avenue	East Hennepin, Loring Park		Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007
B4	Downtown	Downtown	"Complete connection to Hiawatha LRT Bikeway, providing a connection to 4th St and a new bike lane on 3rd St between Chicago and Hennepin."	Bicycle Network	Connectivity	Hiawatha LRT bikeway	4th St., 3rd St., Chicago Ave., Hennepin Ave.		Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007
B5	Downtown	Downtown	"Complete 2nd Street connection to North Loop."	Bicycle Network	Connectivity	2nd Street	North Loop		Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007
B6	Downtown	Downtown	"Restripe bike lanes on 10th and 11th Streets South to achieve standard bike lane width."	Bicycle Network	Site Circulation	10th and 11th Streets	Elliot Park to Downtown Core		Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007
B8	Downtown	Downtown	"Complete bike lanes along 15th/16th Streets to connect Loring Park and Elliot Park neighborhoods."	Bicycle Network	Connectivity	15th and 16th Streets	Loring Park to Elliot Park		Minneapolis Access 10-Year Transportation Downtown Action Plan	47	2007
									Minneapolis Access 10-Year Transportation Downtown Action Plan		2007

Other References

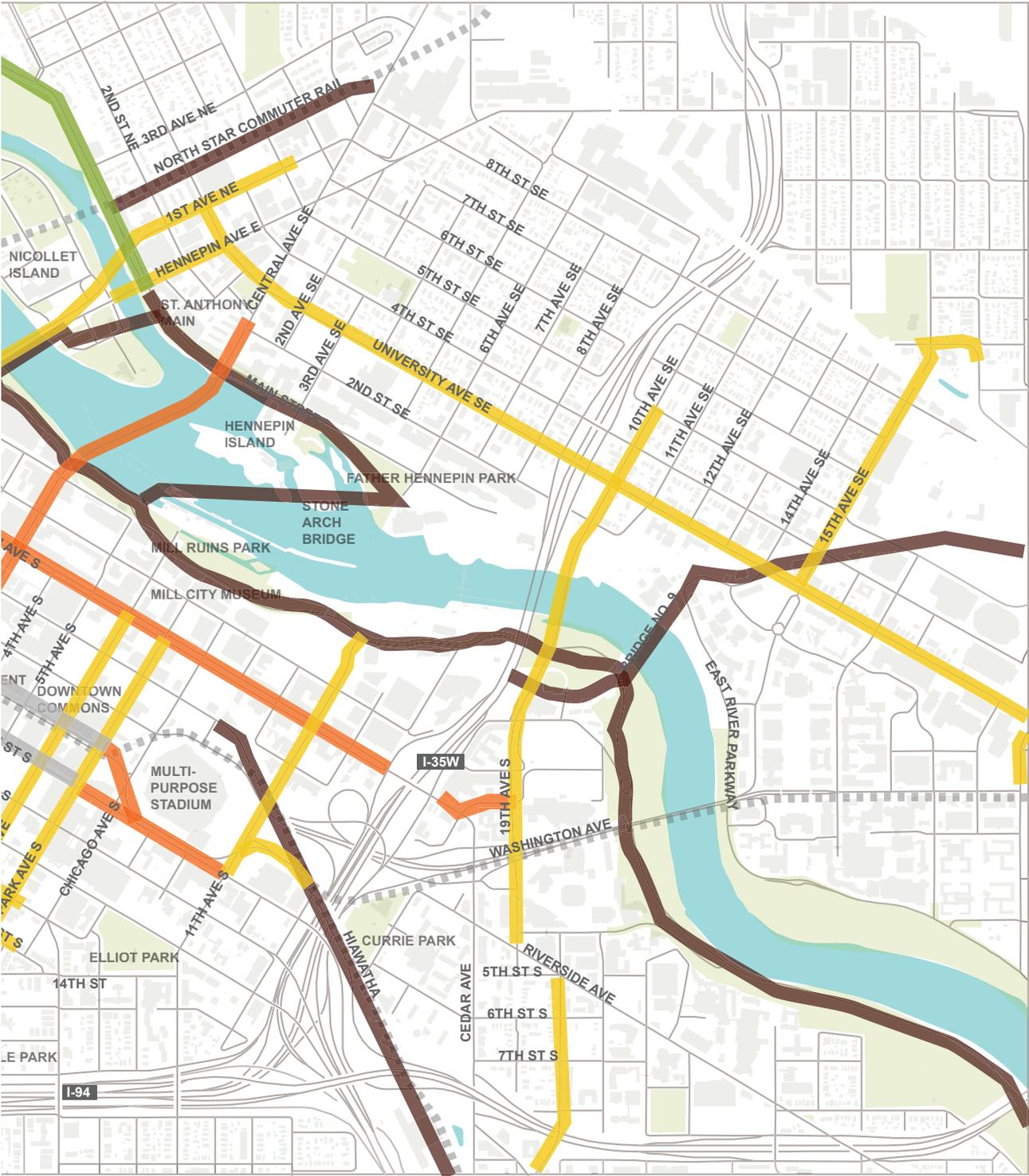
- » Protected Bikeways Plan
- » Bicyclist Estimated Daily Traffic
- » Pedestrian Estimated daily Traffic
- » Staff Analysis of Access Minneapolis

Other References: Protected Bikeway Plan



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 Downtown Public Realm Framework/
 Downtown Service Area Master Plan
 City of Minneapolis_CPED

- PROTECTED BIKEWAYS PLAN DRAFT 2015
- EXISTING PROTECTED BIKEWAYS
- TIER 1 PROTECTED BIKEWAYS
- TIER 2 PROTECTED BIKEWAYS
- TIER 3 PROTECTED BIKEWAYS
- TIER 3 TO BE DETERMINED BIKEWAYS

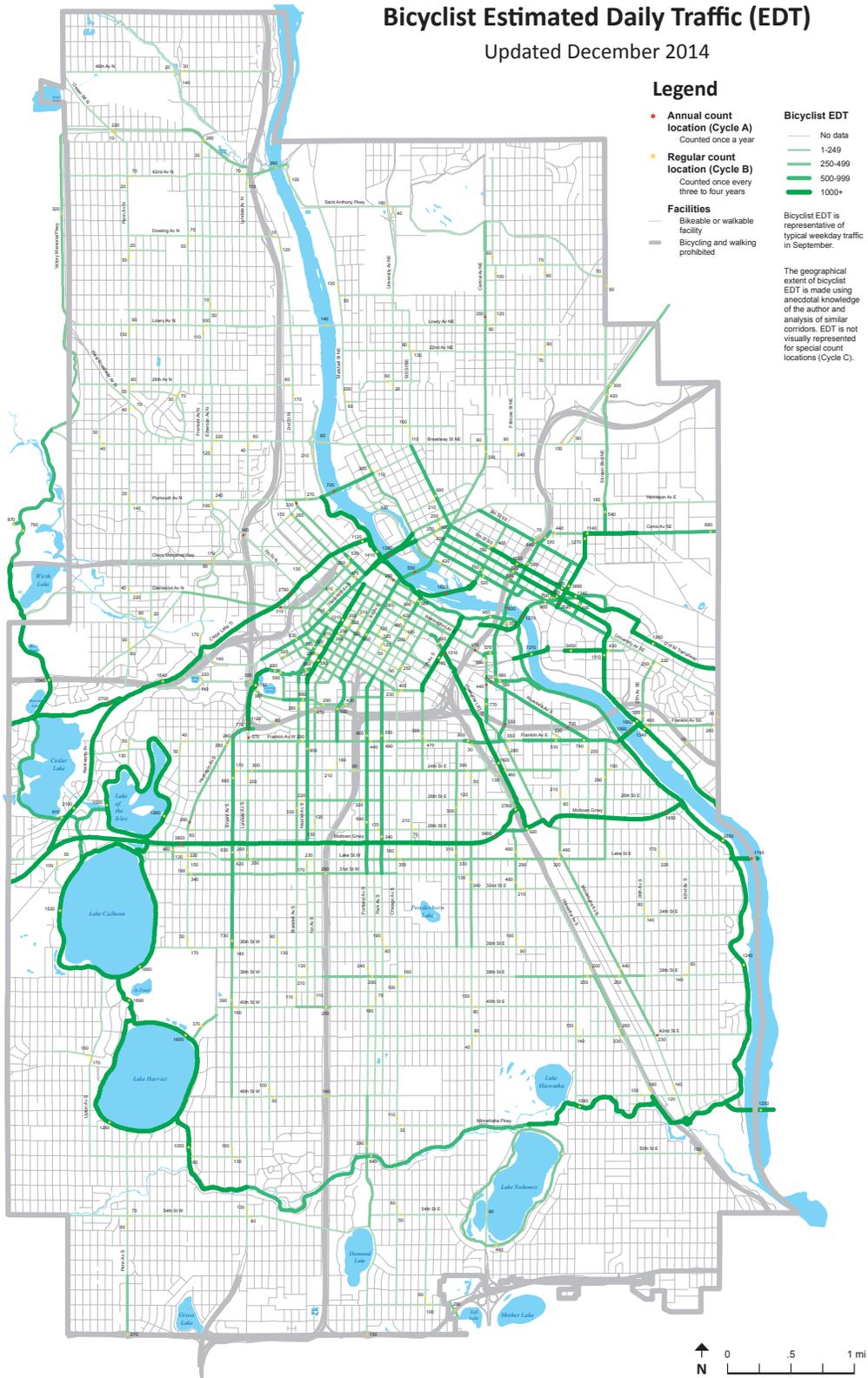


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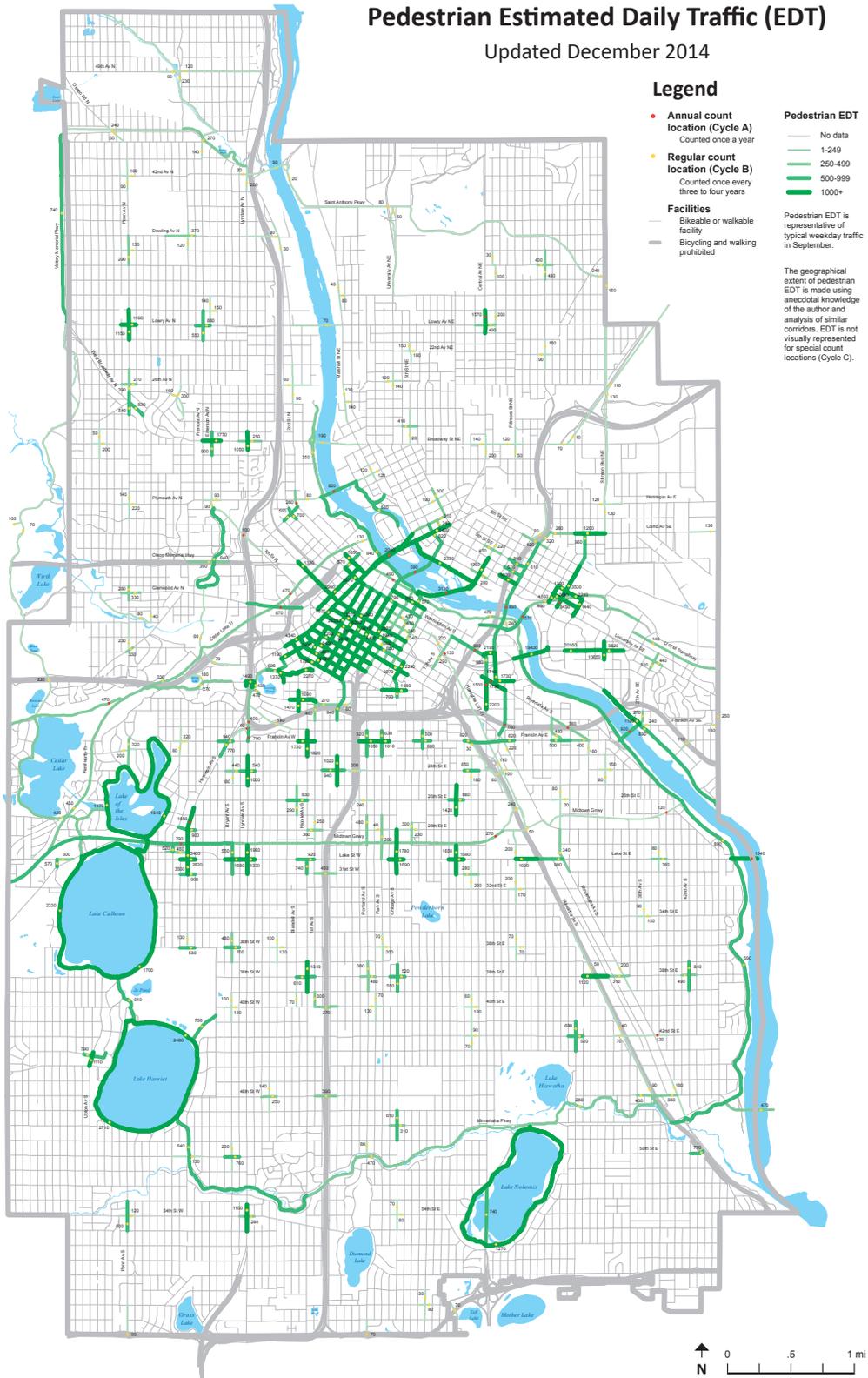
Other References: Bicyclist Estimated Daily Traffic

Bicyclist Estimated Daily Traffic (EDT)

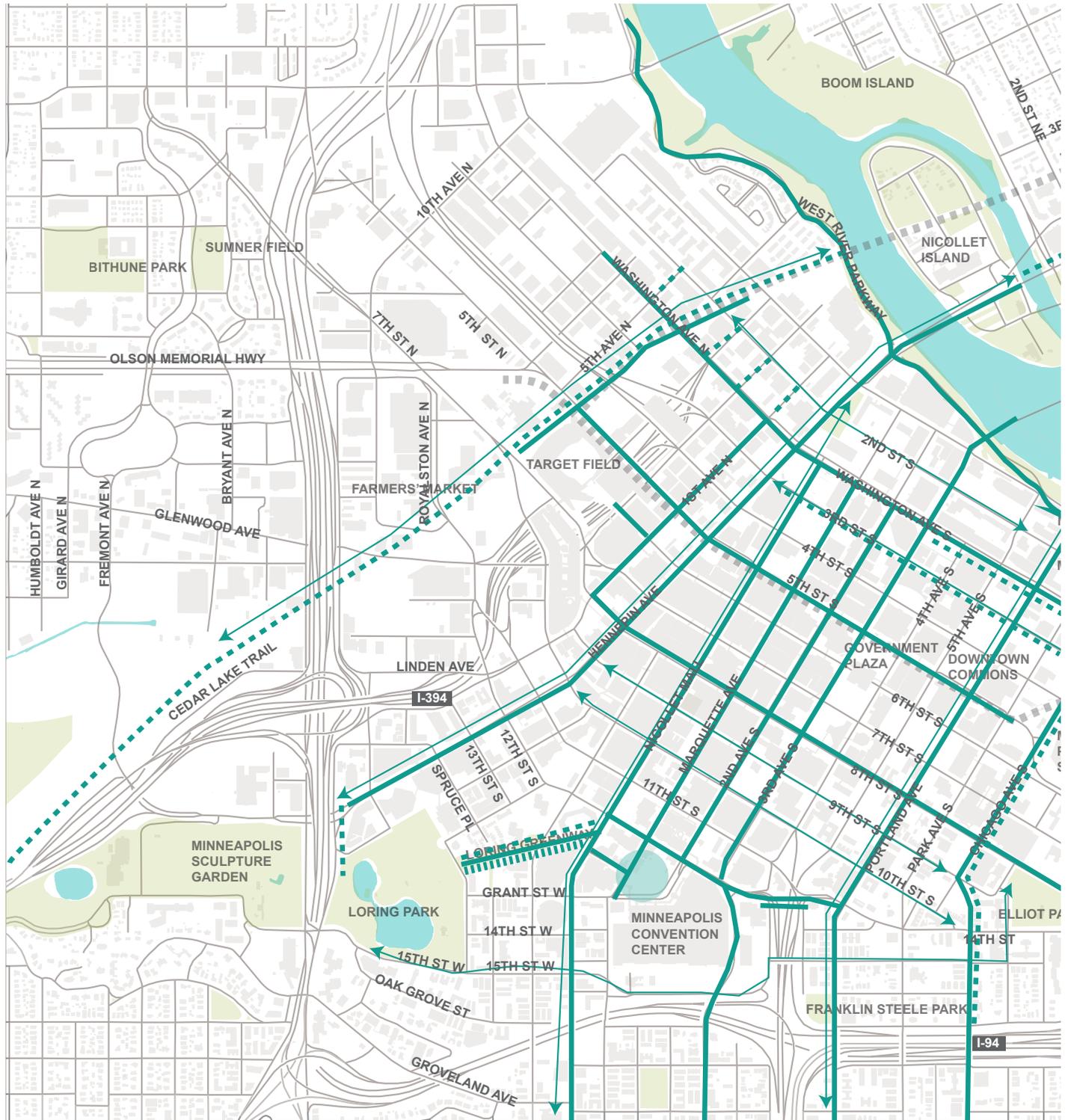
Updated December 2014



Other References: Pedestrian Estimated Daily Traffic



Other References: Staff Analysis of Access Minneapolis



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 ACCESS MINNEAPOLIS TEN-YEAR TRANSPORTATION DOWNTOWN ACTION PLAN



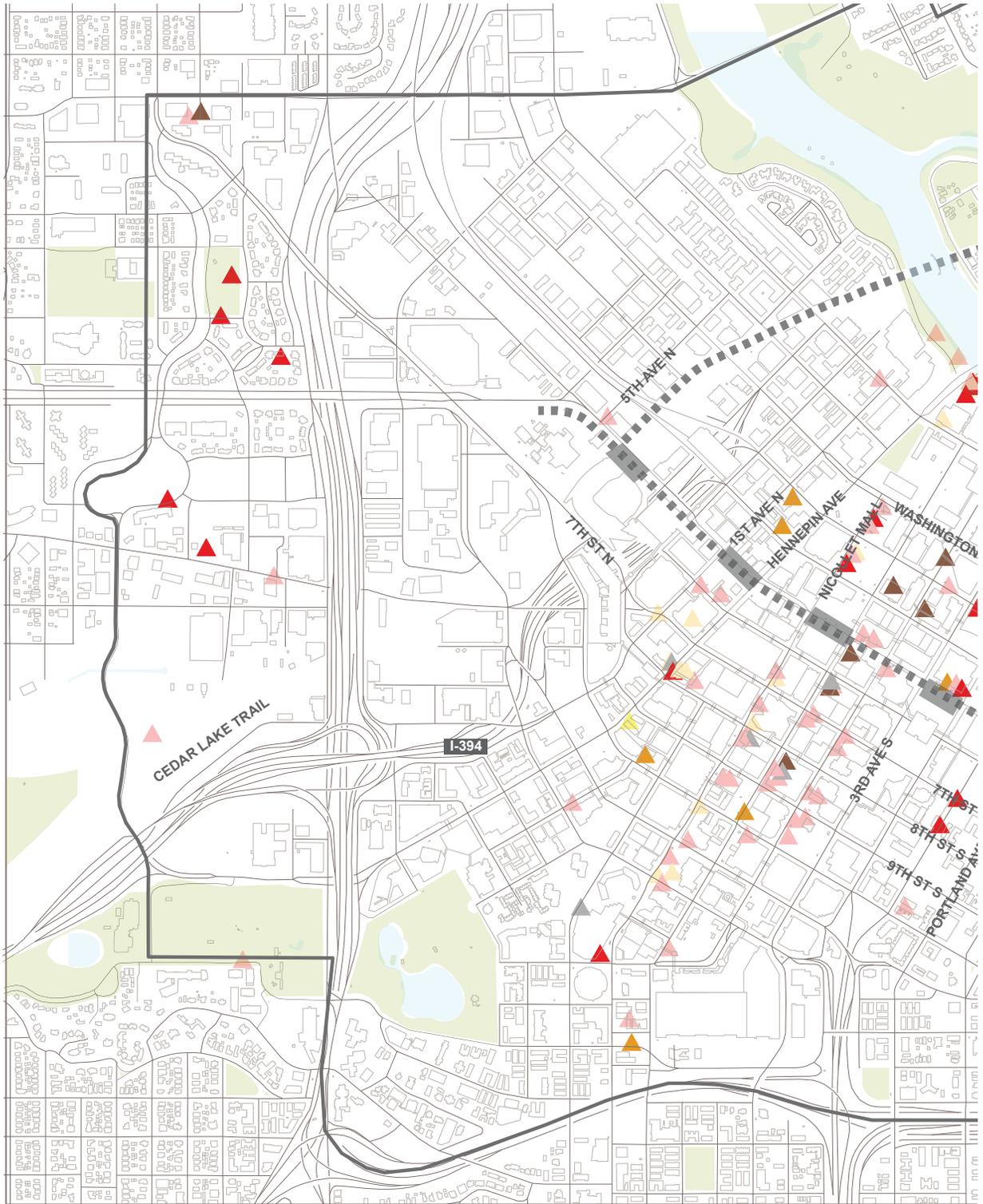
Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Appendix iii: Physical Inventory

- » Map of Art Locations
- » Map of Bike Rack Locations
- » Map of Plaza Locations
- » Map of Street Furniture Locations
- » Map of Vegetation Locations
- » Map of Wayfinding Locations

An existing conditions survey of streetscape amenities was undertaken and highlights some of the disparities in distribution of features across neighborhoods Downtown and the lack of a cohesive network of features. From May 2014 through July 2015, City of Minneapolis, Urban Design staff conducted a field inventory of existing features in the public realm of Downtown Minneapolis. The geography of the inventory included the neighborhoods of Elliot Park, Loring Park, Downtown East, Downtown West, North Loop, portions of Sumner-Glenwood, Cedar Riverside, Marcy Holmes, and Nicollet Island/East Bank. The physical inventory was undertaken to examine the existing features populating the sidewalks in Downtown.

Physical Inventory: Map of Art Locations

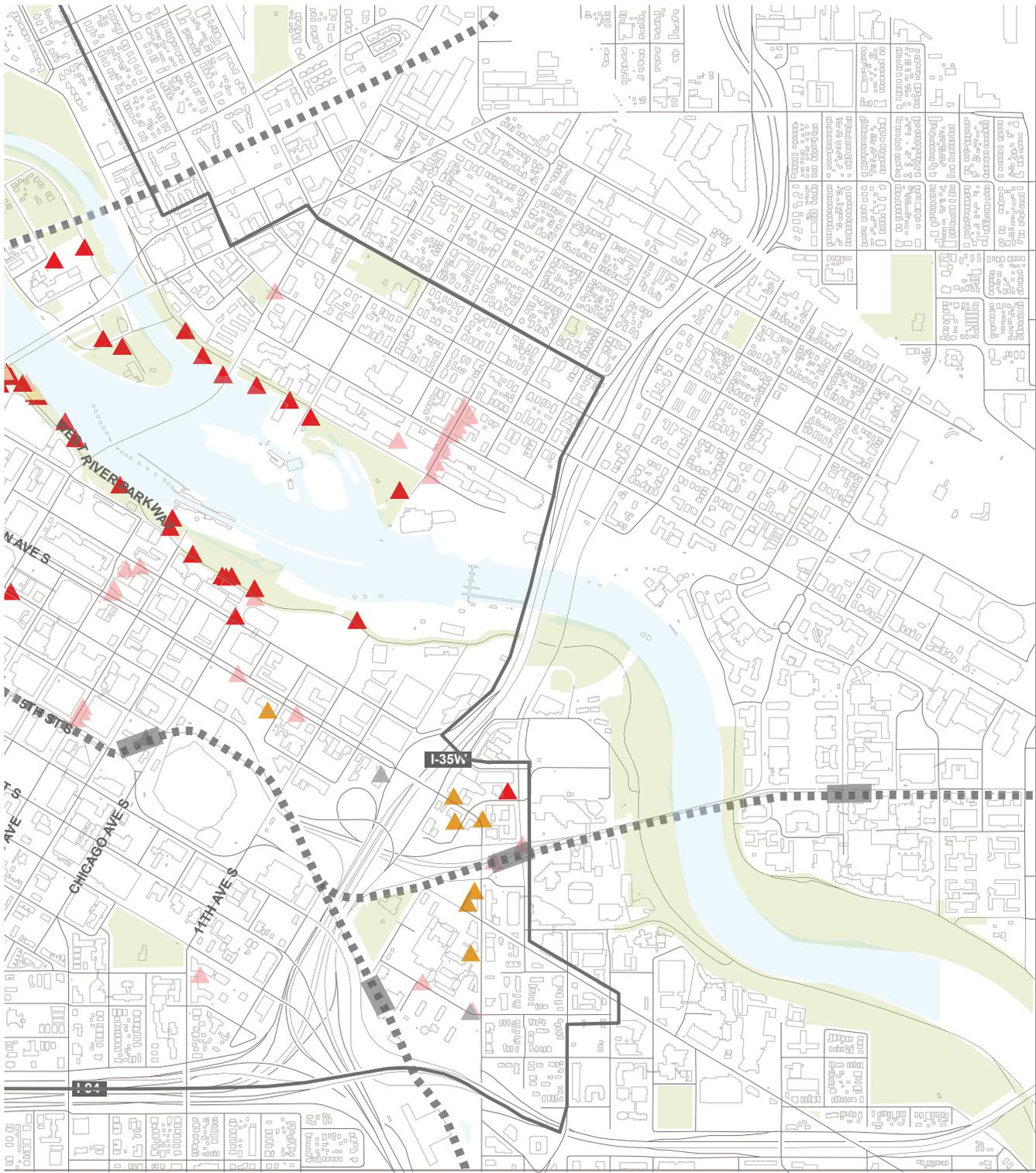


PHYSICAL INVENTORY ART_SUMMER 2015

Downtown Public Realm Framework/
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 City of Minneapolis_CPED

KEY

-  BUILDING OUTLINES
-  PARKS
-  WATER
-  LRT/TRAIN + STATION
-  DPRF BOUNDARY

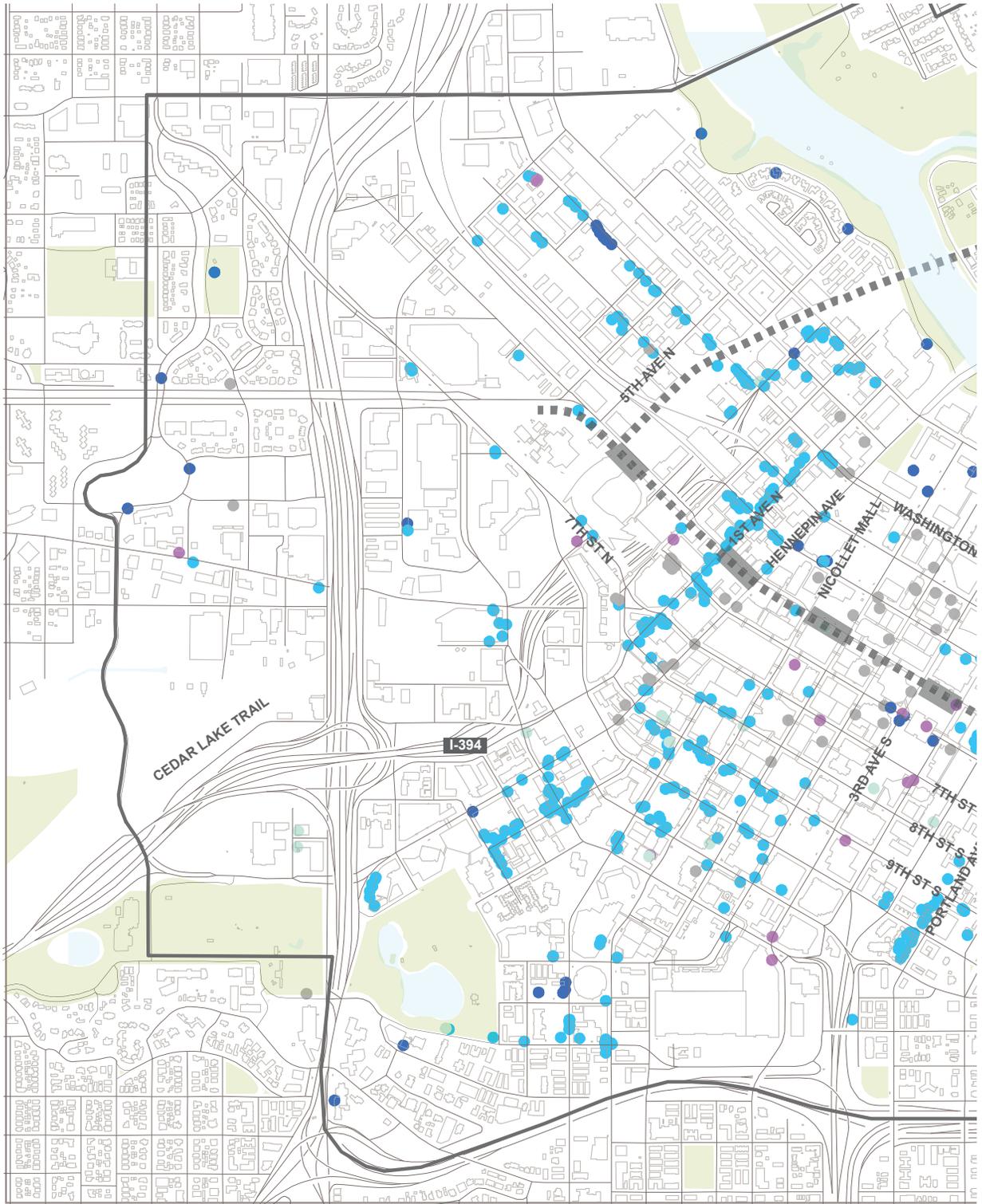


- ART**
- ▲ BIKE RACK
 - ▲ MURAL
 - ▲ CULTURAL/HISTORICAL
 - ▲ PERFORMANCE SPACE
 - ▲ STATUE/SCULPTURE
 - ▲ SURFACE ART
 - ▲ OTHER



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Physical Inventory: Map of Bike Rack Locations

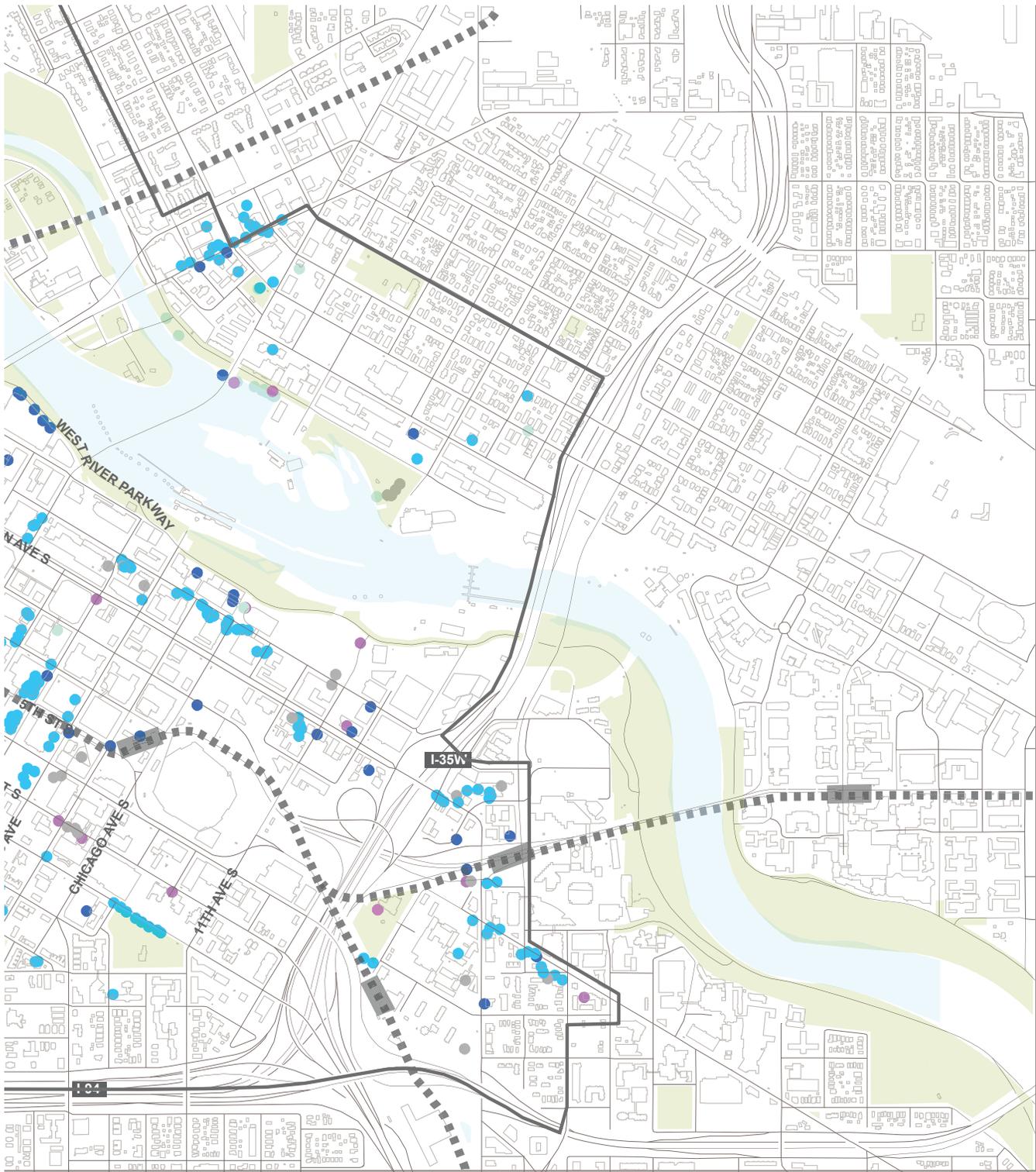


PHYSICAL INVENTORY BIKE RACKS_SUMMER 2015

Downtown Public Realm Framework/
 Downtown Service Area Master Plan
 City of Minneapolis_CPED

KEY

-  BUILDING OUTLINES
-  PARKS
-  WATER
-  LRT/TRAIN + STATION
-  DPRF BOUNDARY



BIKE RACKS

- LOLLIPOP
- LADDER

- U RACK
- WAVE

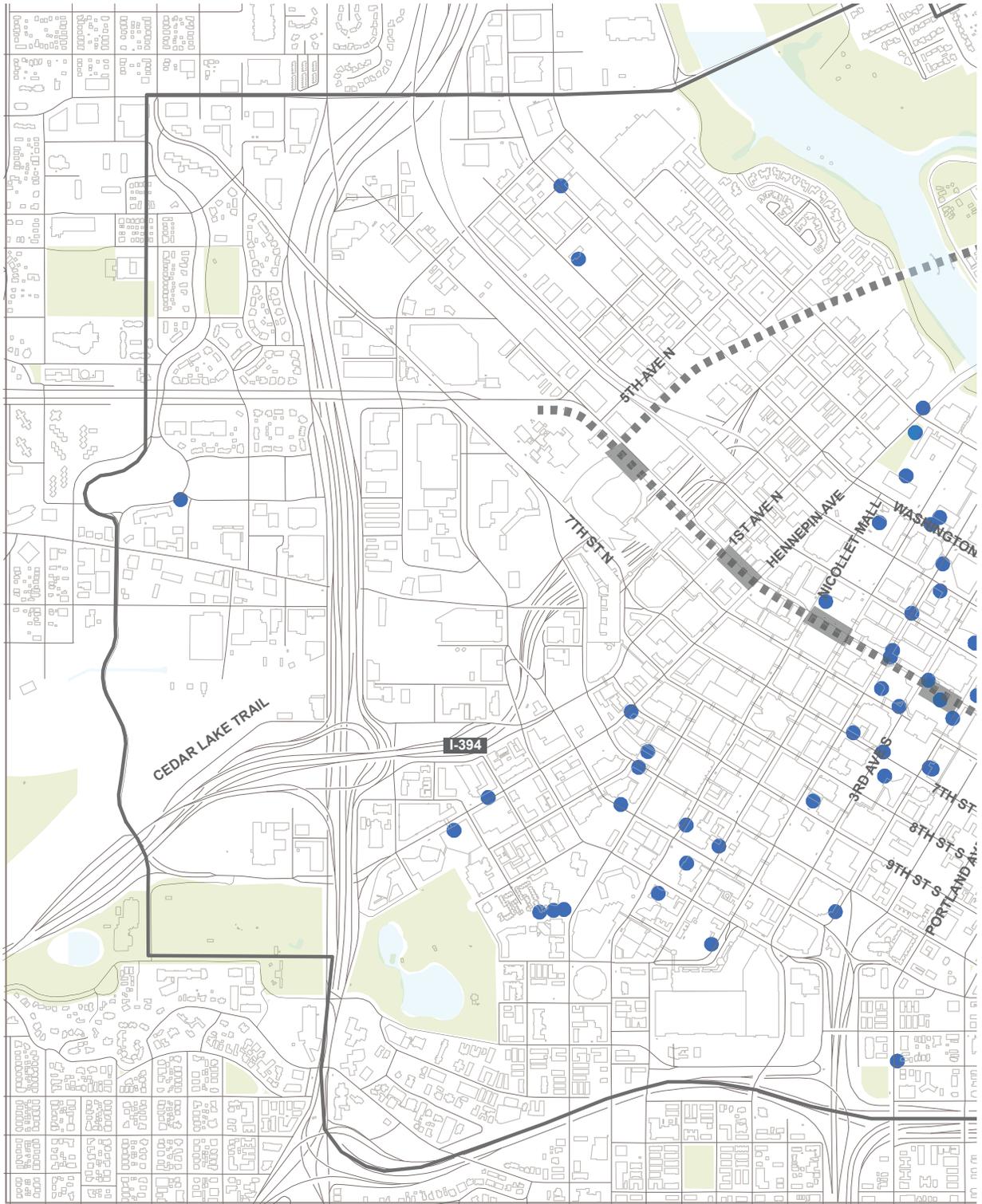
- OTHER

0 250 500 1,000 Feet



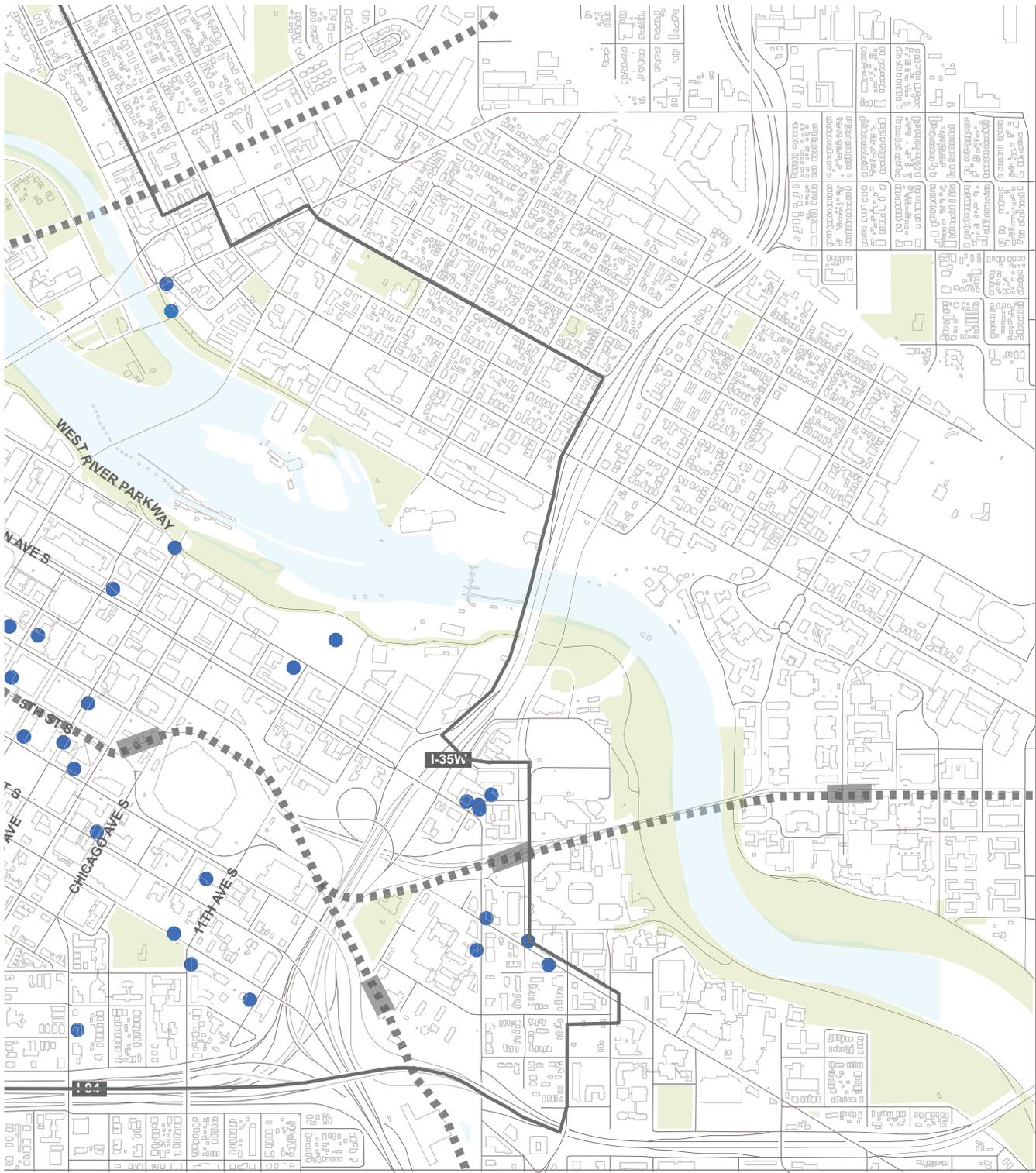
Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Physical Inventory: Map of Plaza Locations



PHYSICAL INVENTORY PLAZA_SUMMER 2015
 Downtown Public Realm Framework/
 Downtown Service Area Master Plan
 City of Minneapolis_CPED

KEY
 BUILDING OUTLINES
 PARKS
 WATER
 LRT/TRAIN + STATION
 DPRF BOUNDARY



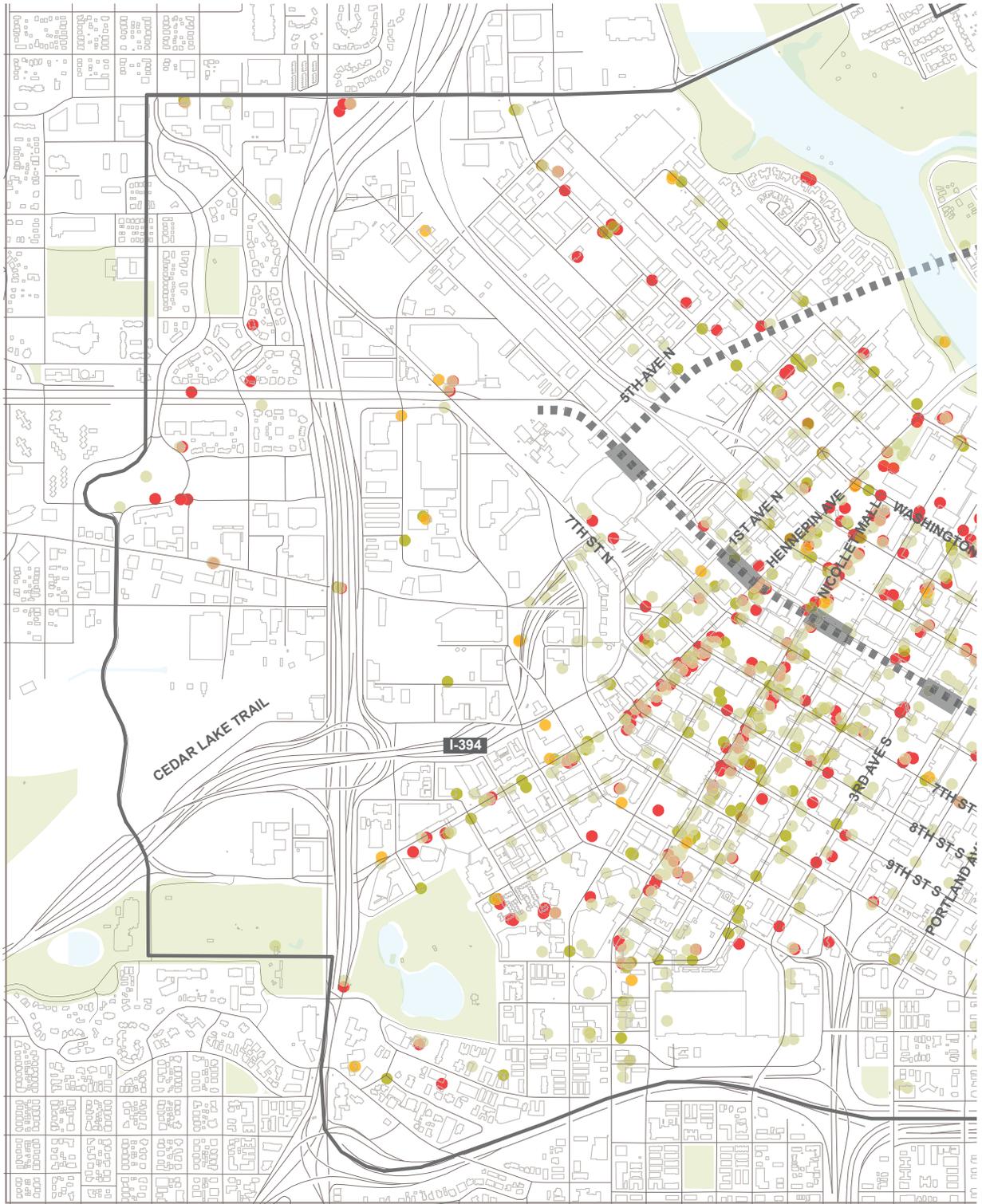
● PLAZA

0 250 500 1,000 Feet



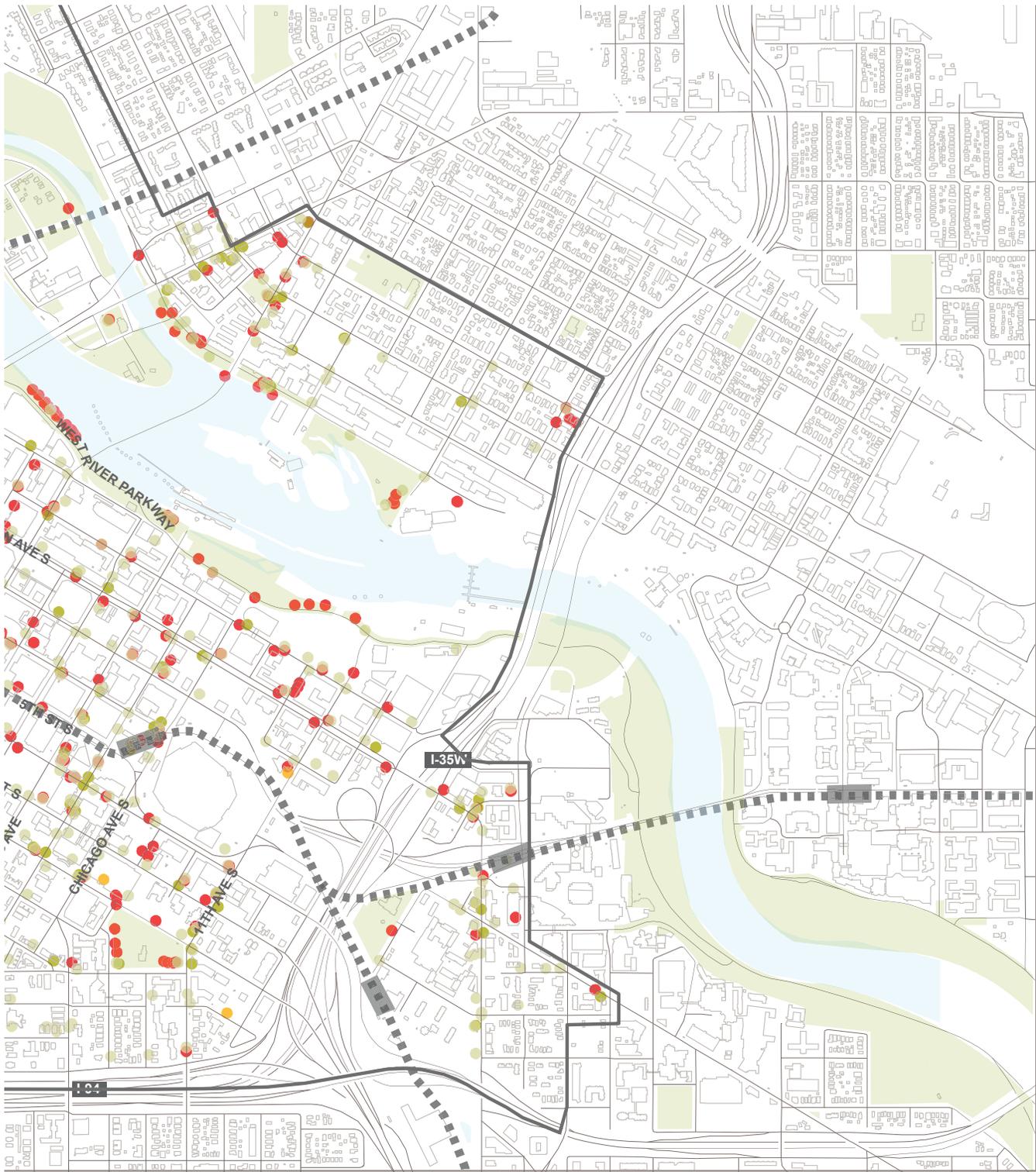
Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Physical Inventory: Map of Street Furniture Locations



PHYSICAL INVENTORY STREET FURNITURE_SUMMER 2015
 Downtown Public Realm Framework/
 Downtown Service Area Master Plan
 City of Minneapolis_CPED

KEY	
	BUILDING OUTLINES
	PARKS
	WATER
	LRT/TRAIN + STATION
	DPRF BOUNDARY



STREET FURNITURE

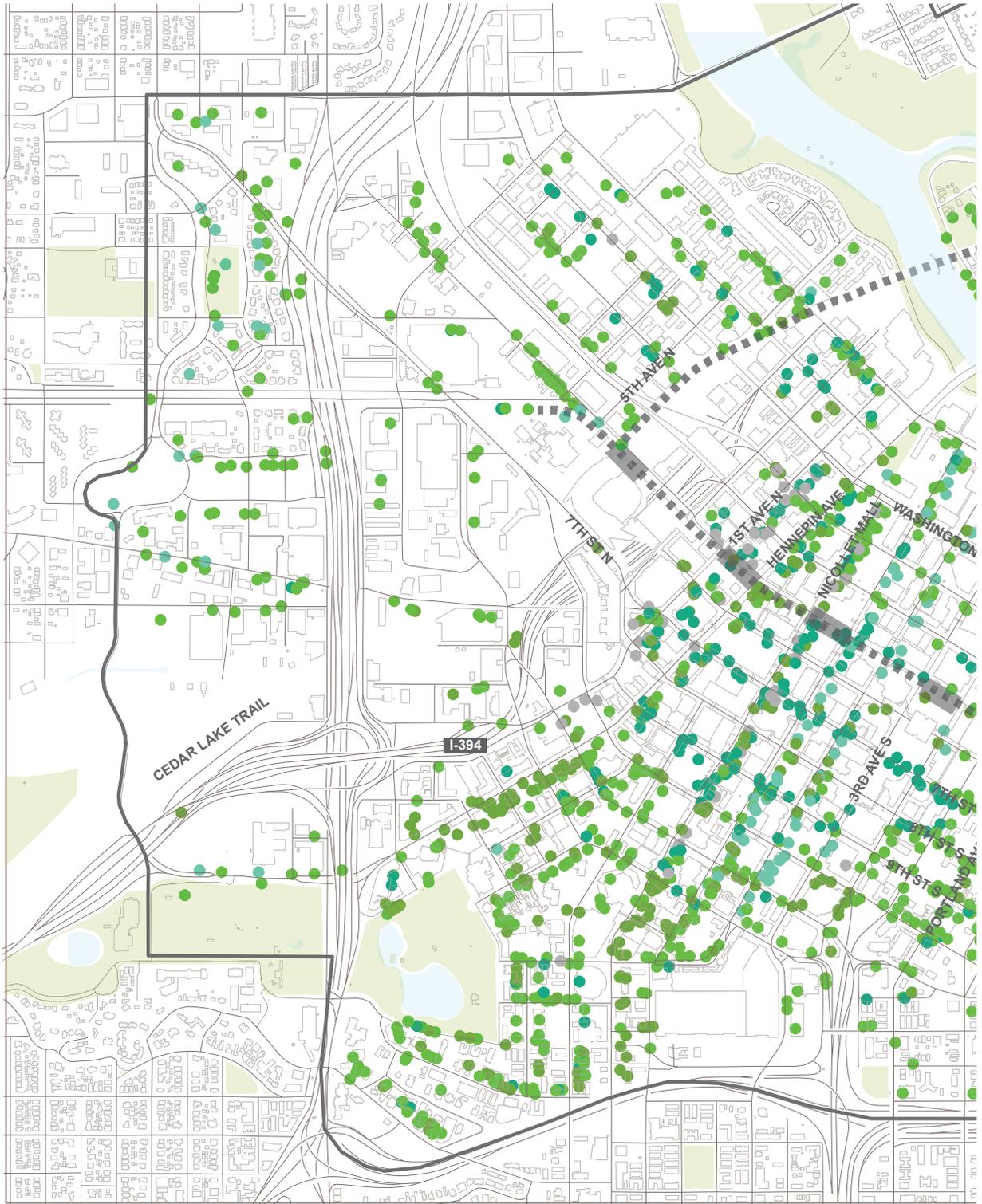
- SEATING
- GARBAGE/RECYCLING BINS
- NEWSPAPER STANDS
- FLAGPOLE

0 250 500 1,000 Feet



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Physical Inventory: Map of Vegetation Locations

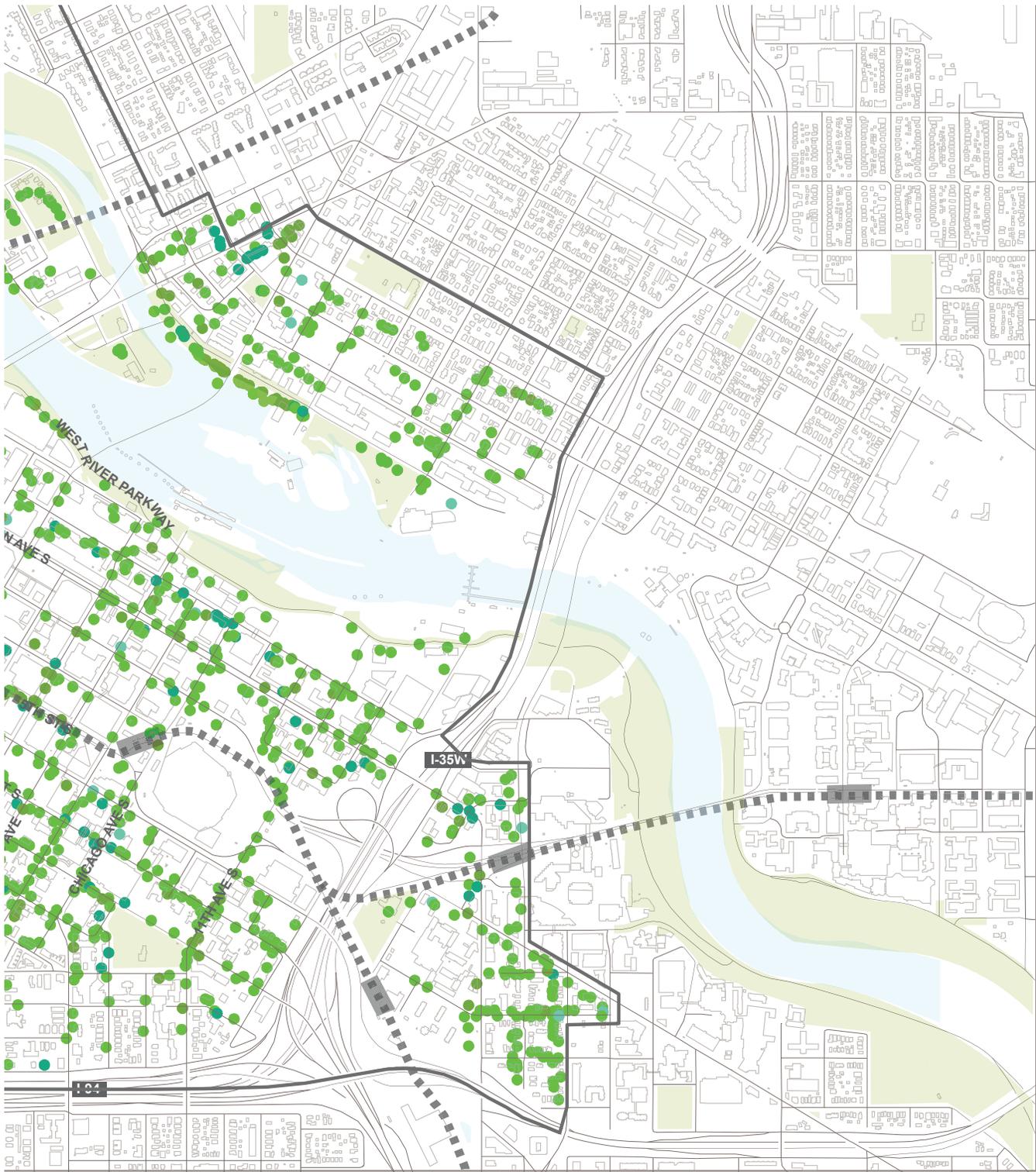


PHYSICAL INVENTORY VEGETATION_SUMMER 2015

Downtown Public Realm Framework/
 Downtown Service Area Master Plan
 City of Minneapolis_CPED

KEY

-  BUILDING OUTLINES
-  PARKS
-  WATER
-  LRT/TRAIN + STATION
-  DPRF BOUNDARY



VEGETATION

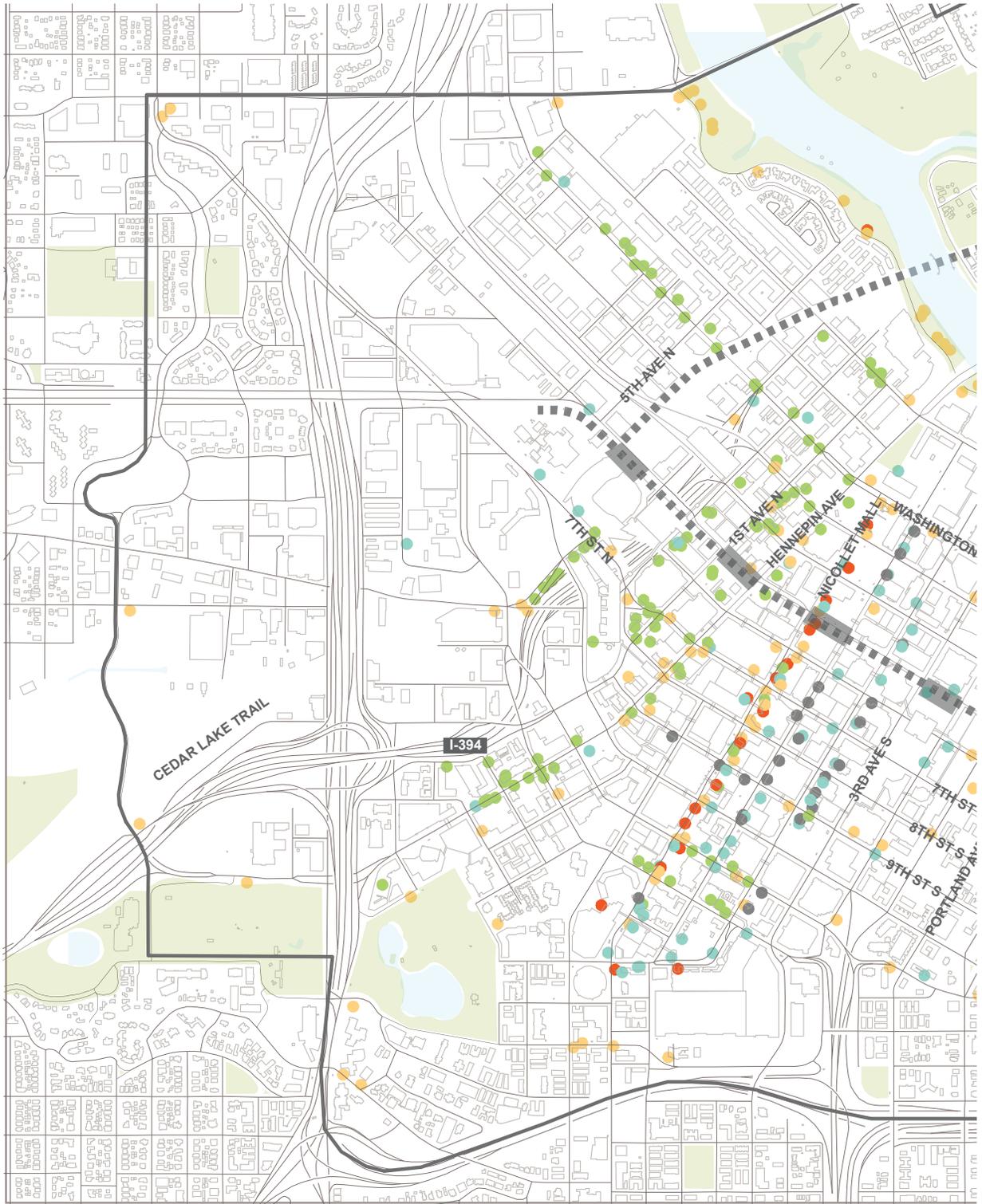
- RAISED/ATTACHED PLANTER
- DECORATIVE LANDSCAPING
- FREESTANDING PLANTER
- GREEN INFRASTRUCTURE/
FUNCTIONAL LANDSCAPING

0 250 500 1,000 Feet



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Physical Inventory: Map of Wayfinding Locations

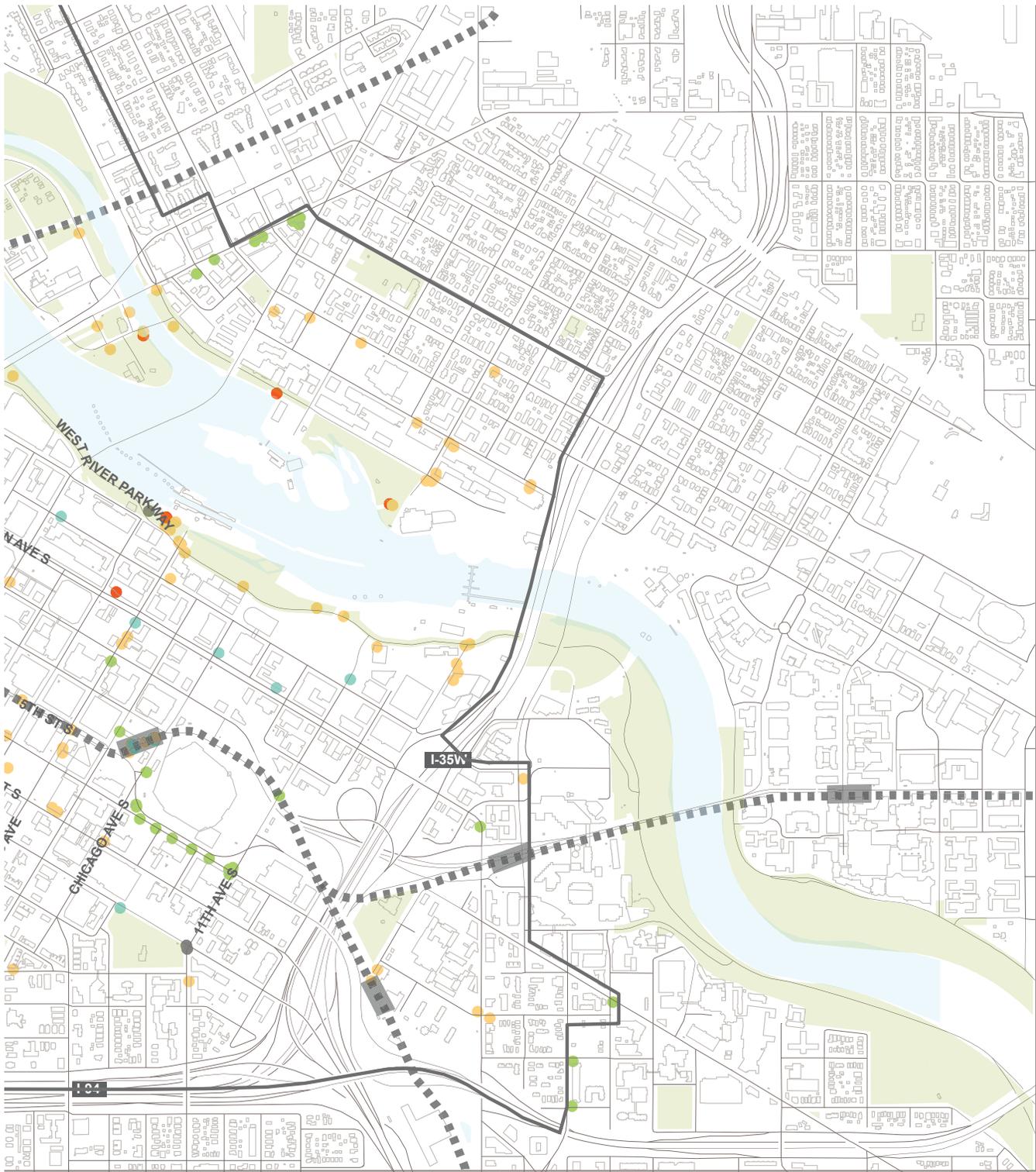


PHYSICAL INVENTORY WAYFINDING_SUMMER 2015

Downtown Public Realm Framework/
 Downtown Service Area Master Plan
 City of Minneapolis_CPED

KEY

-  BUILDING OUTLINES
-  PARKS
-  WATER
-  LRT/TRAIN + STATION
-  DPRF BOUNDARY



WAYFINDING

- BANNER
- KIOSK
- AUDIO
- DIRECTIONAL SIGNAGE
- MAP
- OTHER

0 250 500 1,000 Feet



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Appendix iv: Mapping

Mapping the current demographics, bicycle and pedestrian usage, and related city guidance

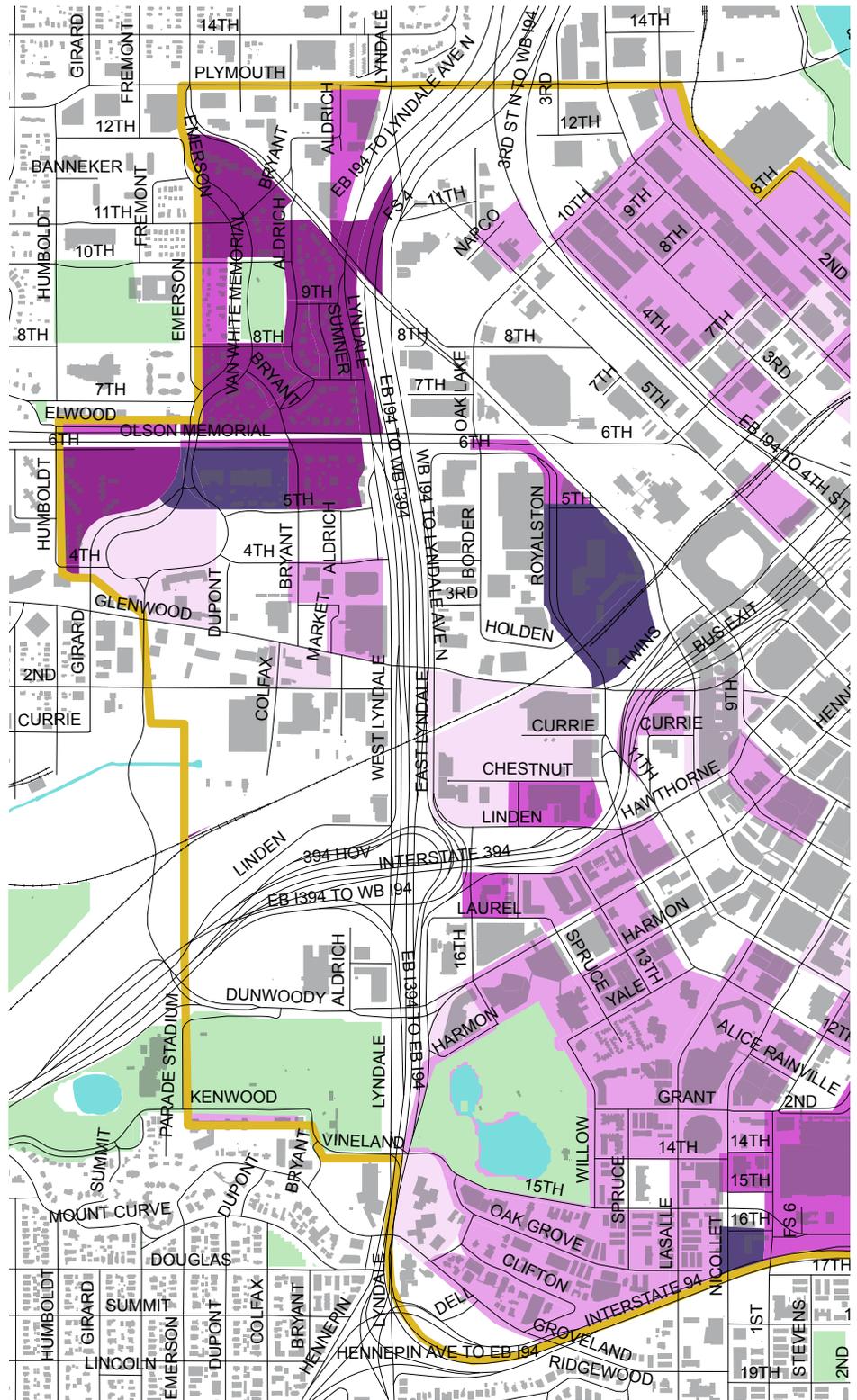
» Demographics

» Technical Advisory Committee
Maps: Corridors, Gaps, Barriers, and
Destinations

Demographics

- » Age Under 20
- » Age 21 to 64
- » Age Over 60
- » Average Household Size
- » Demographics Asian Pacific Islander
- » Demographics Black
- » Demographics Hispanic
- » Demographics Native American
- » Demographics Two Plus Races
- » Demographics White
- » Employment Employed
- » Employment Unemployed
- » Land Use

Demographics: Age Under 20

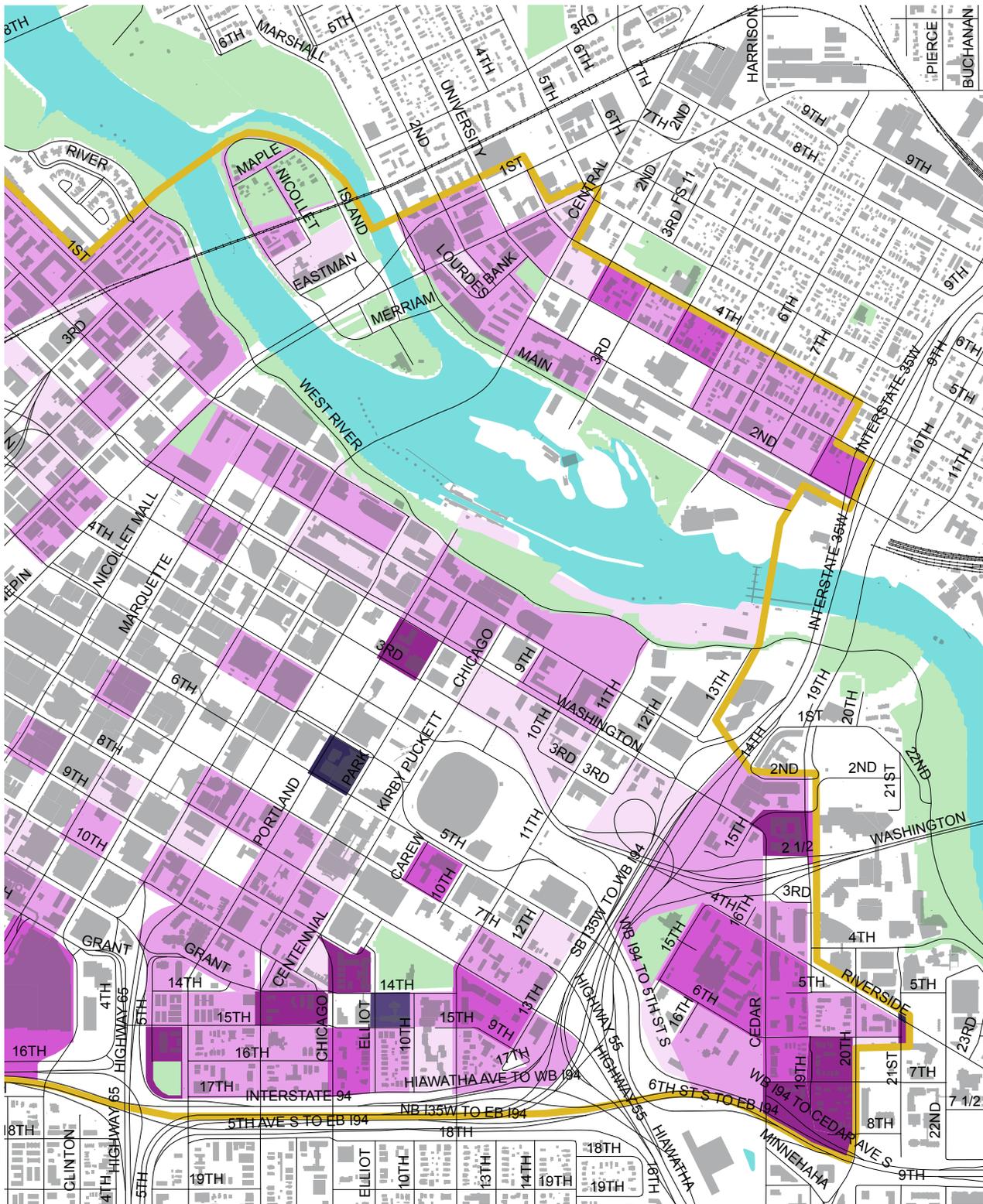


Population 20 Years and Younger as a Percent of Total Units Per Census Block

0% or no data
11 - 20%
21 - 40%
41 - 60%
61 - 80%
81 - 100%

©2016 U.S. Census Data

Yellow outline: Downtown Public Realm Framework Boundary



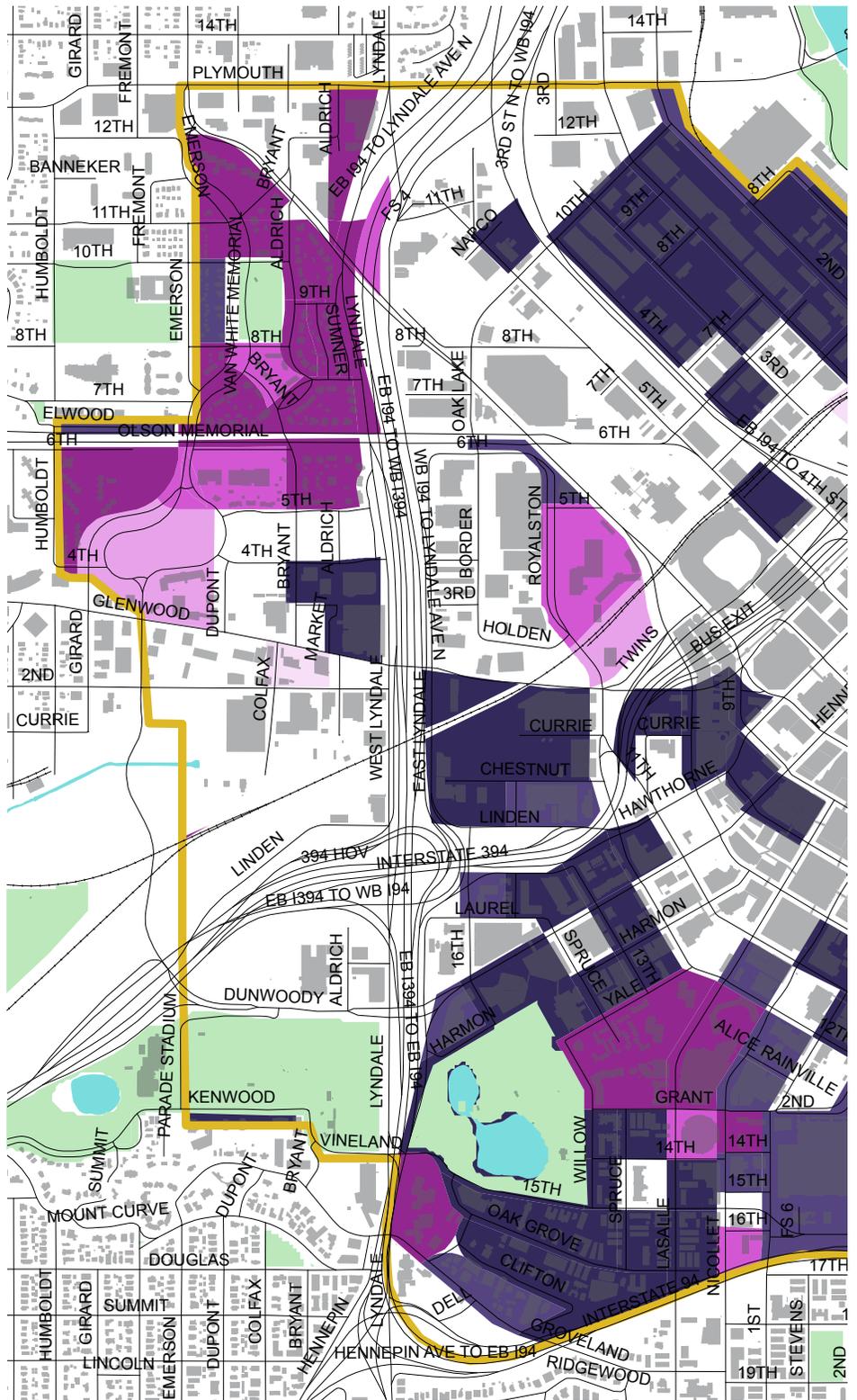
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Age 21 to 64

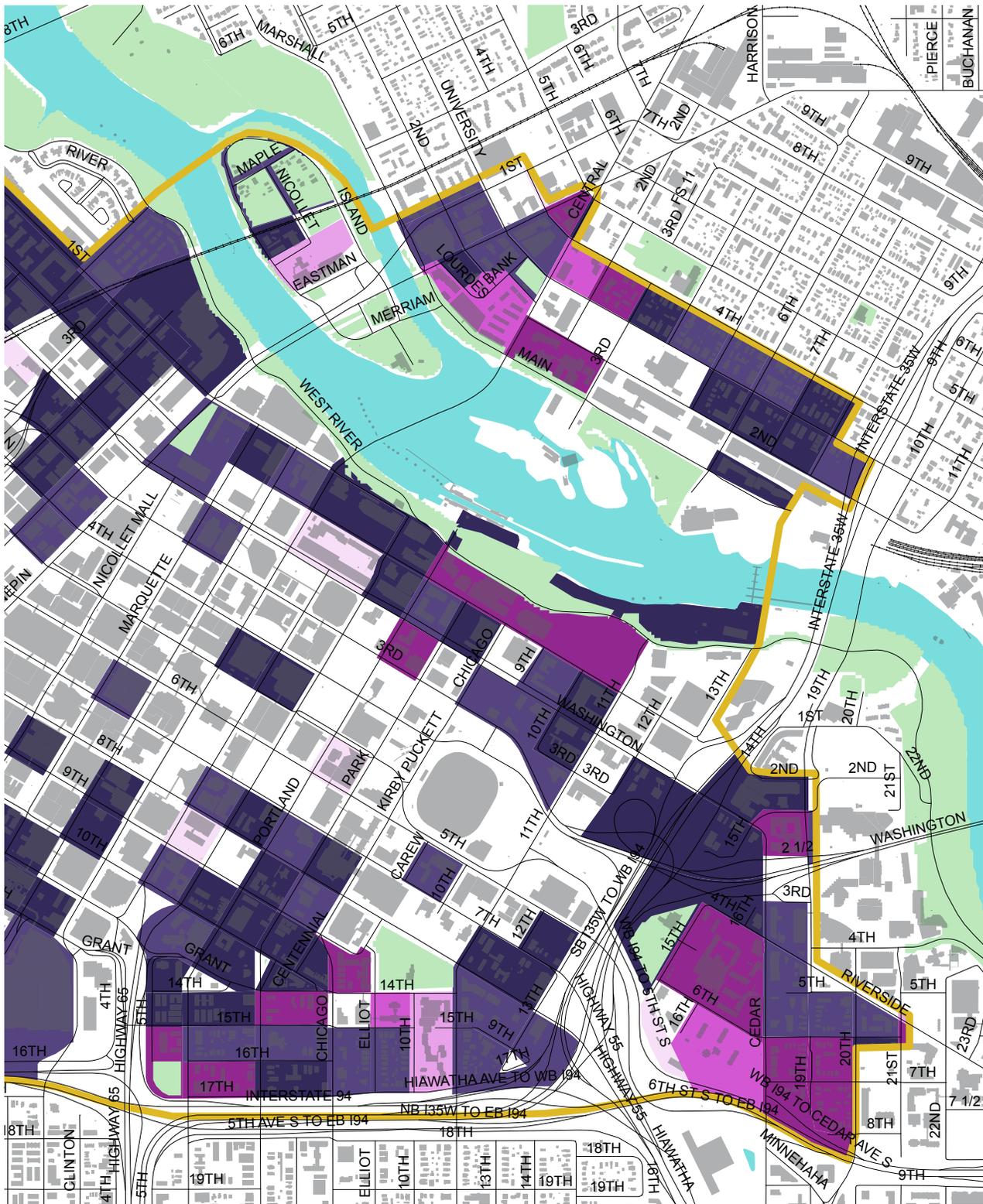


Population Age 21 - 64 as a Percent of Total Units Per Census Block

0%	or no data
1 - 20%	
21 - 40%	
41 - 60%	
61 - 80%	
81 - 100%	

© 2010 U.S. Census Data

— Downtown Public Realm Framework Boundary



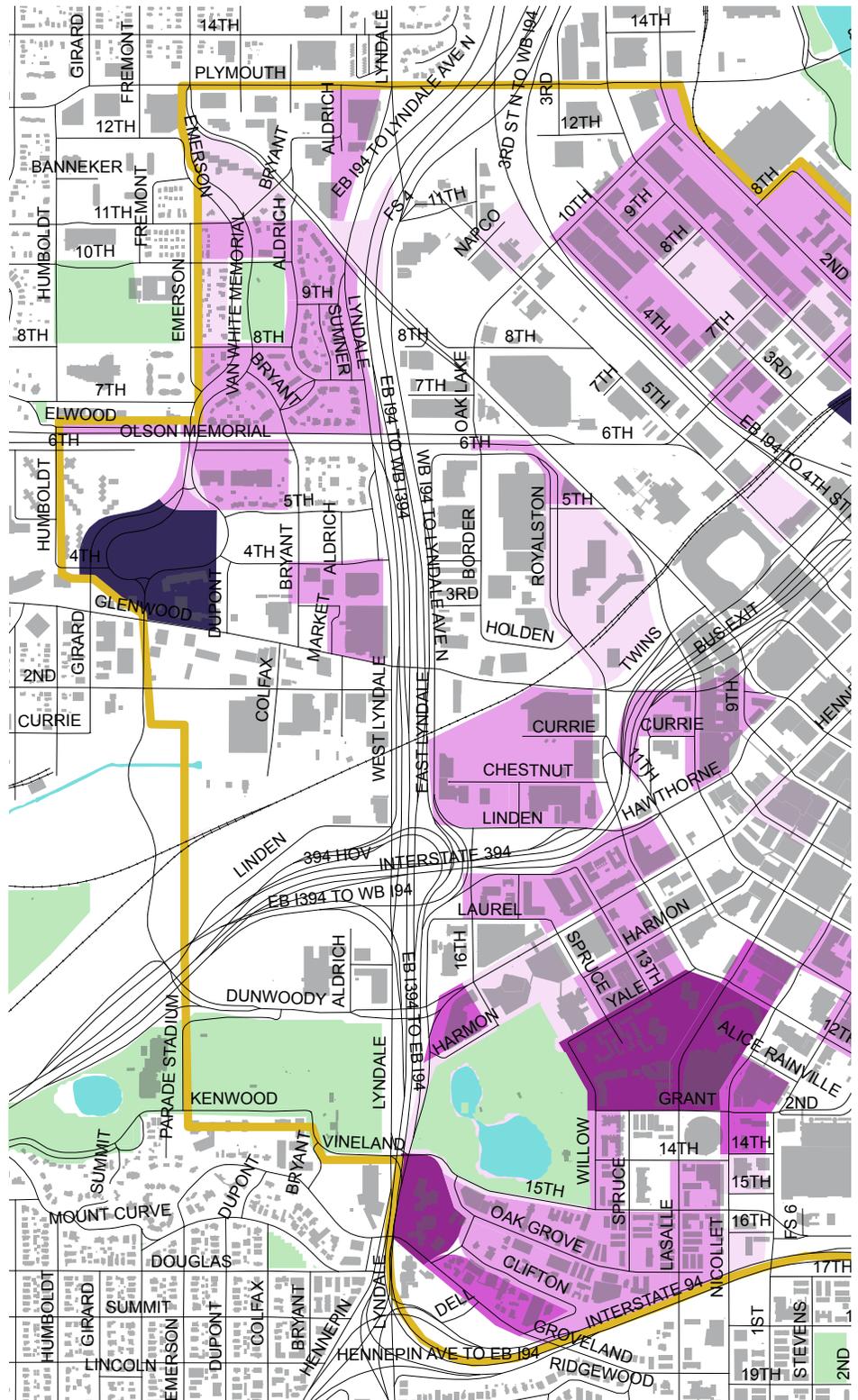
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Age Over 60

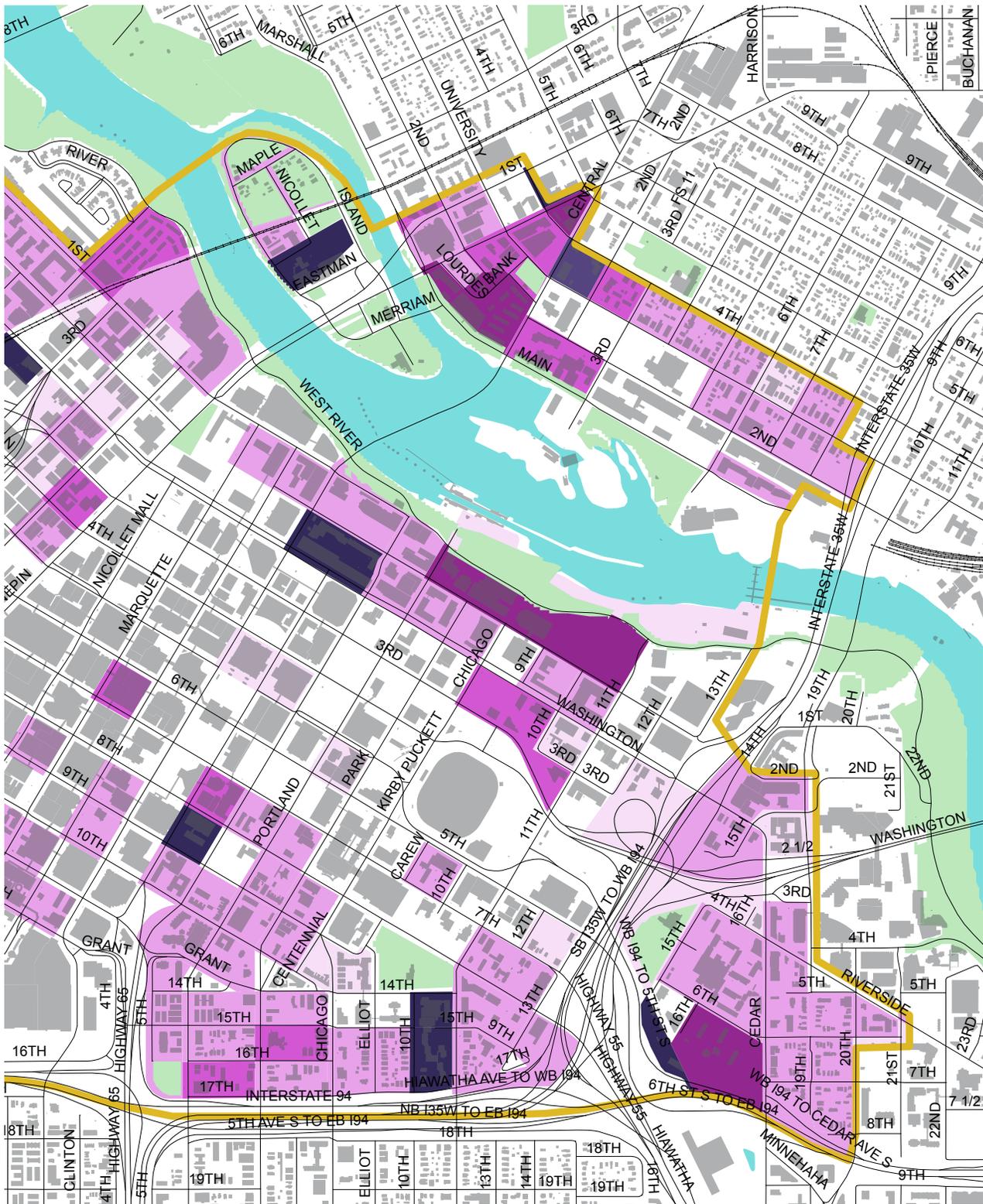


Population Age 65+ as a Percent of Total Units Per Census Block

0% or no data
1 - 20%
21 - 40%
41 - 60%
61 - 80%
81 - 100%

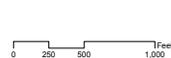
© 2010 U.S. Census Data

Downstream Public Realm Framework Boundary



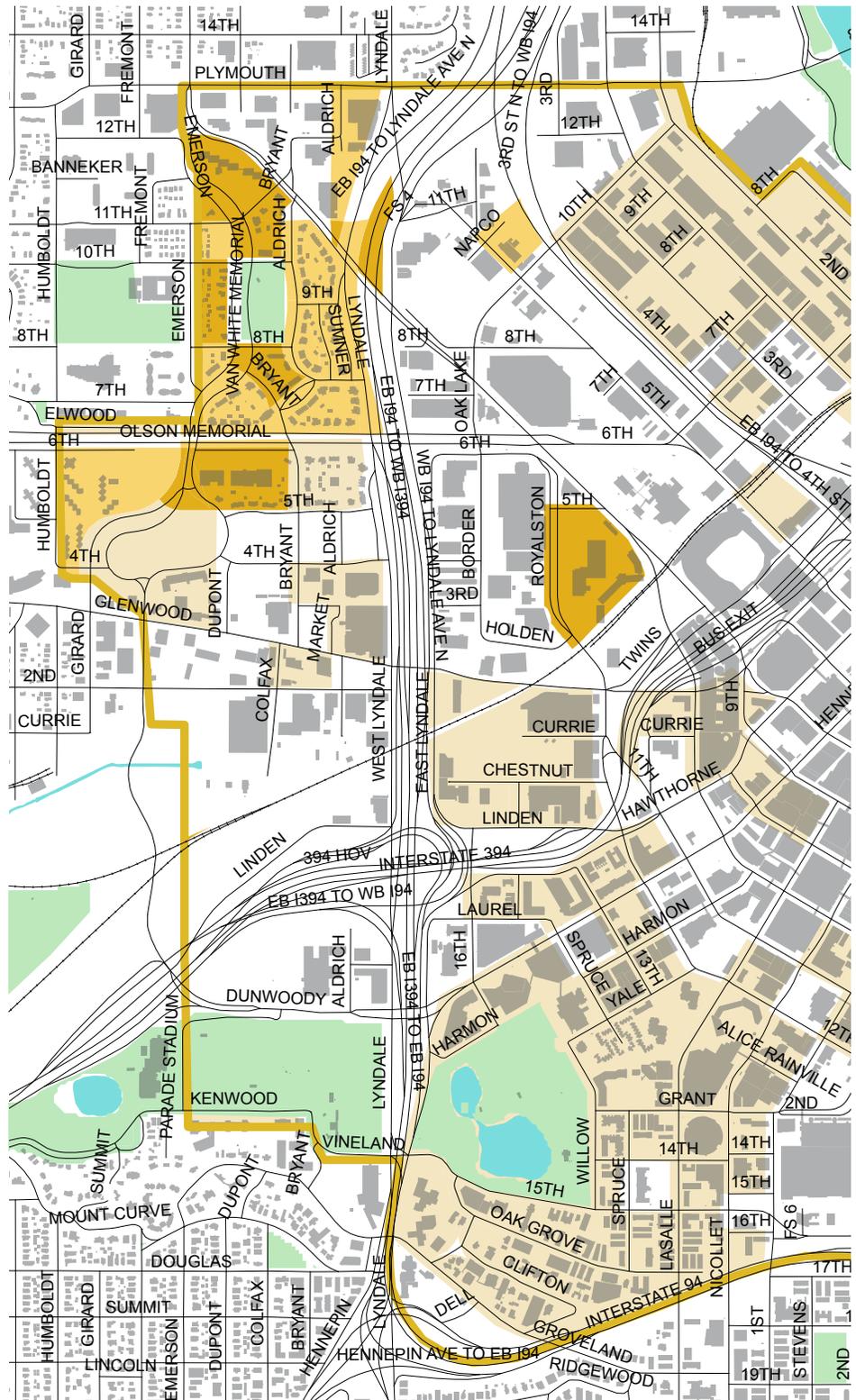
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Average Household Size



Average Household Size per Census Block
 0 ppl or no data
 1-2 ppl/household
 3-4 ppl/household
 5+ ppl/household
 2010 U.S. Census Data

Downtown Public Realm Framework Boundary



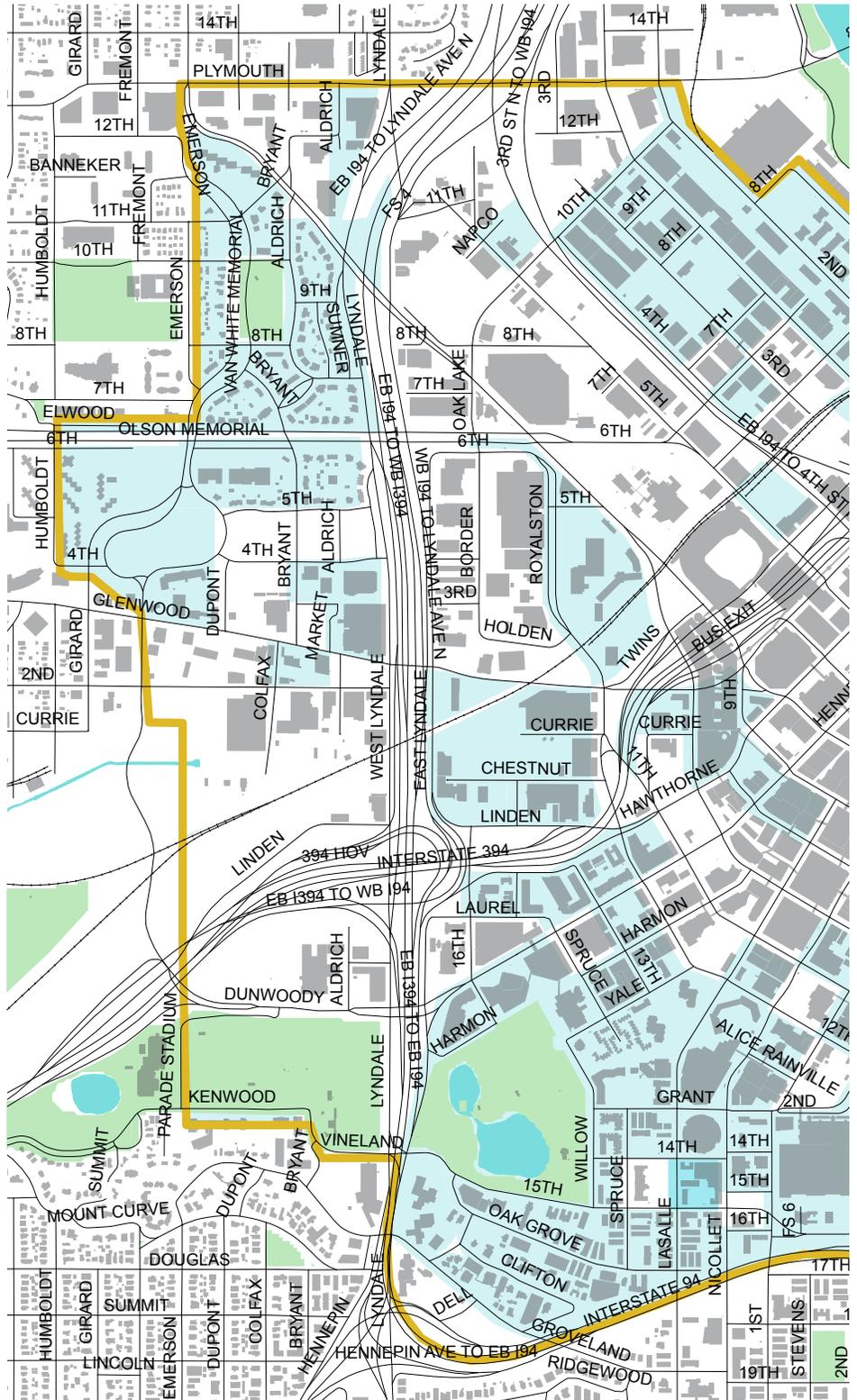
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Asian Pacific Islander



People Identifying as Asian, Native Hawaiian, or Pacific Islander Only as a Percent of Total Population

0% or no data
1 - 20%
21 - 40%
41 - 60%
61 - 80%
81 - 100%

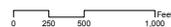
2010 U.S. Census Data

Yellow line: Downtown Public Realm Framework Boundary



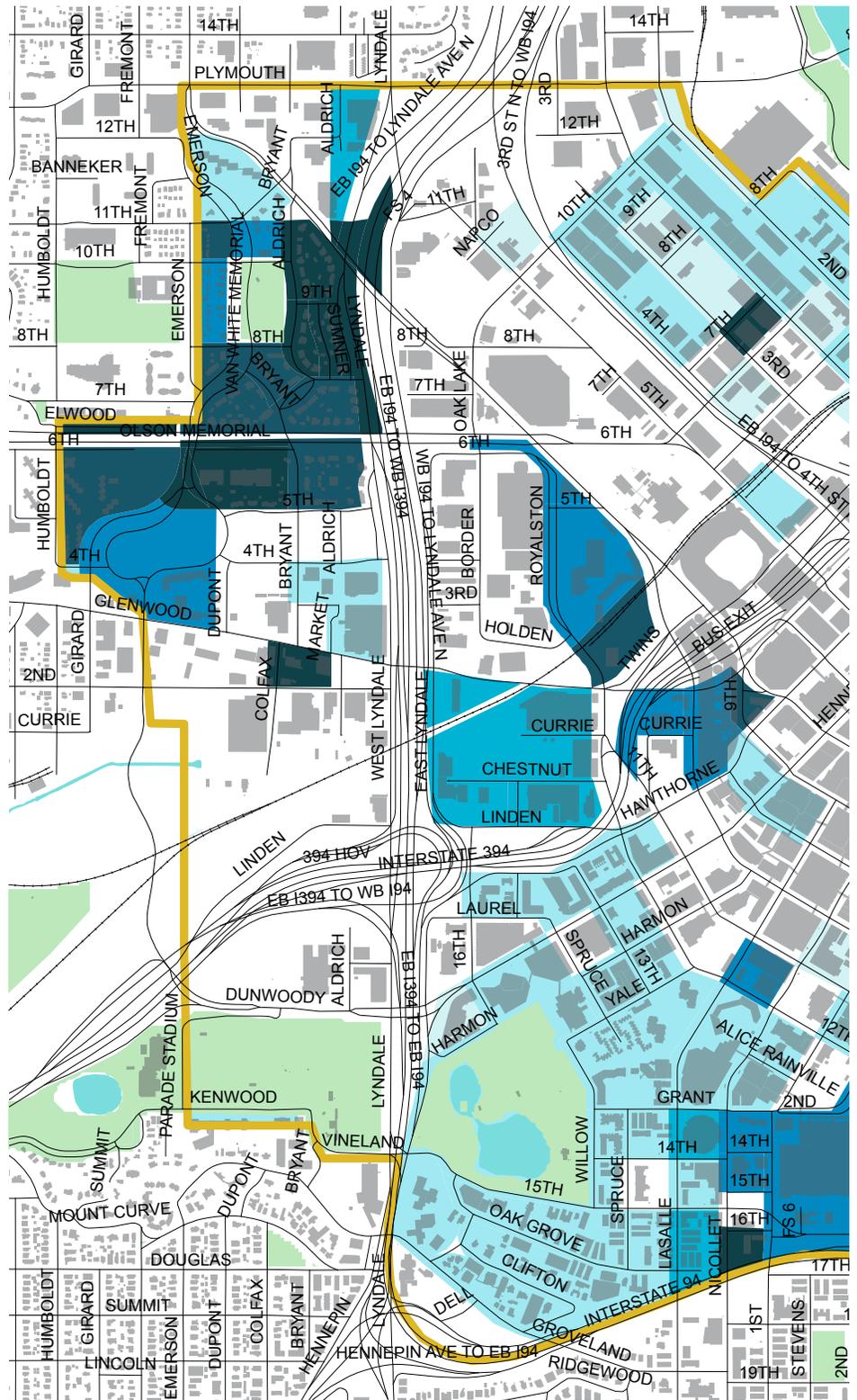
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Black

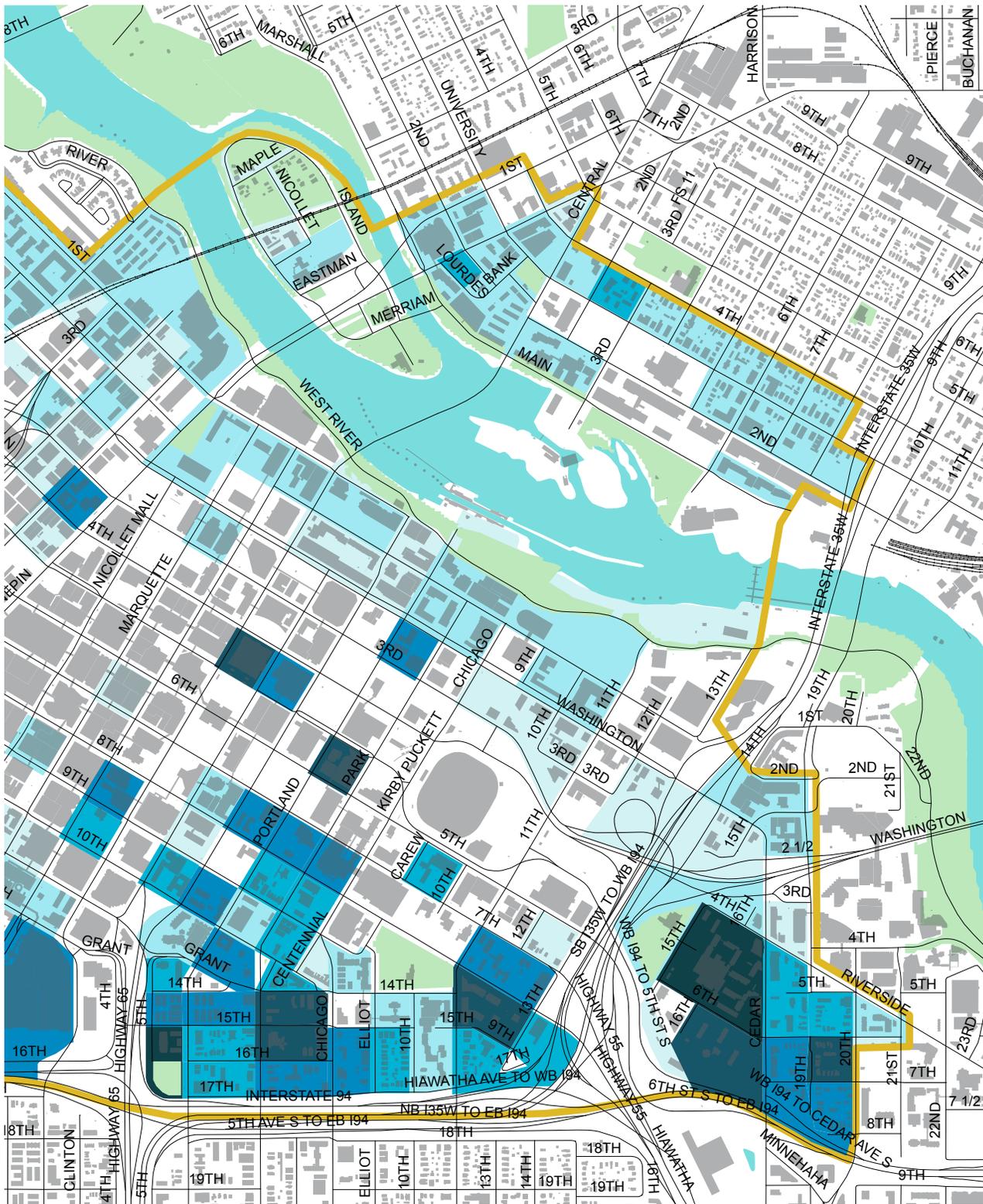


People Identifying as Black or African American Only as a Percent of Total Population Per Census Block

0% or no data
1 - 20%
21 - 40%
41 - 60%
61 - 80%
81 - 100%

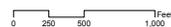
© 2010 U.S. Census Data

Downstream Public Realm Framework Boundary



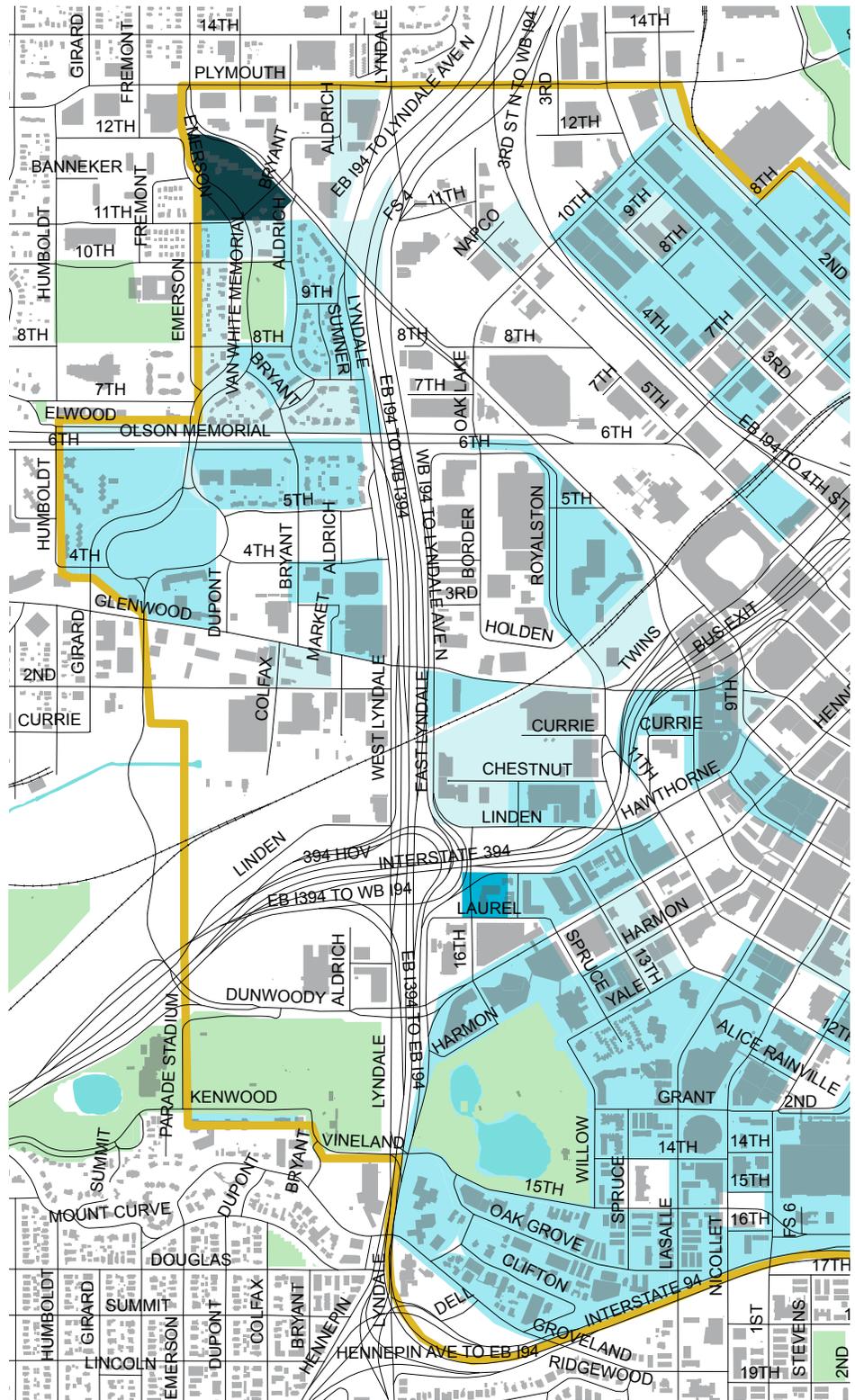
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Hispanic

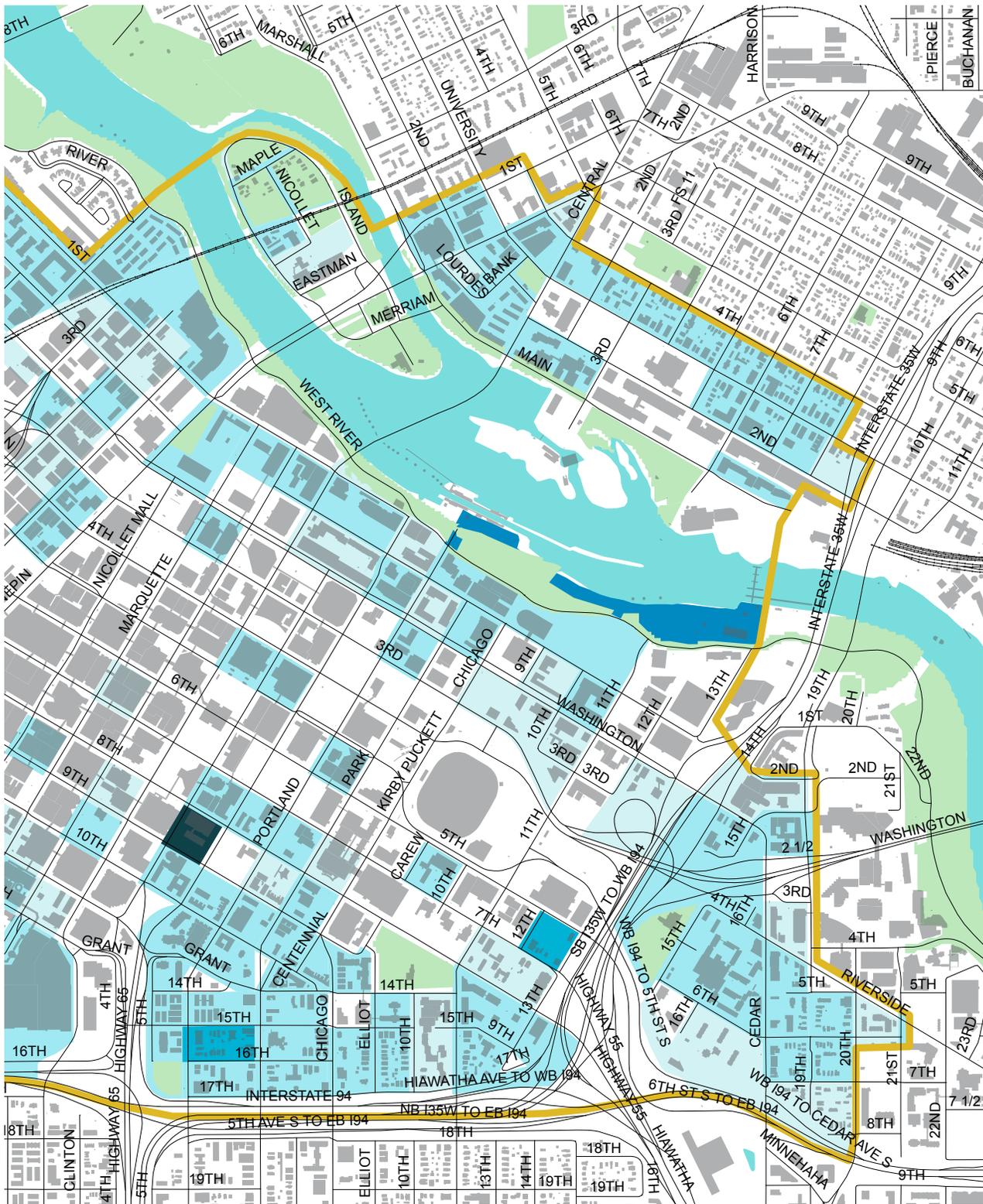


People Identifying as Hispanic or Latino as a Percent of Total Population Per Census Block

- 0% or no data
- 1 - 20%
- 21 - 40%
- 41 - 60%
- 61 - 80%
- 81 - 100%

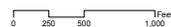
2010 U.S. Census Data

— Downtown Public Realm Framework Boundary



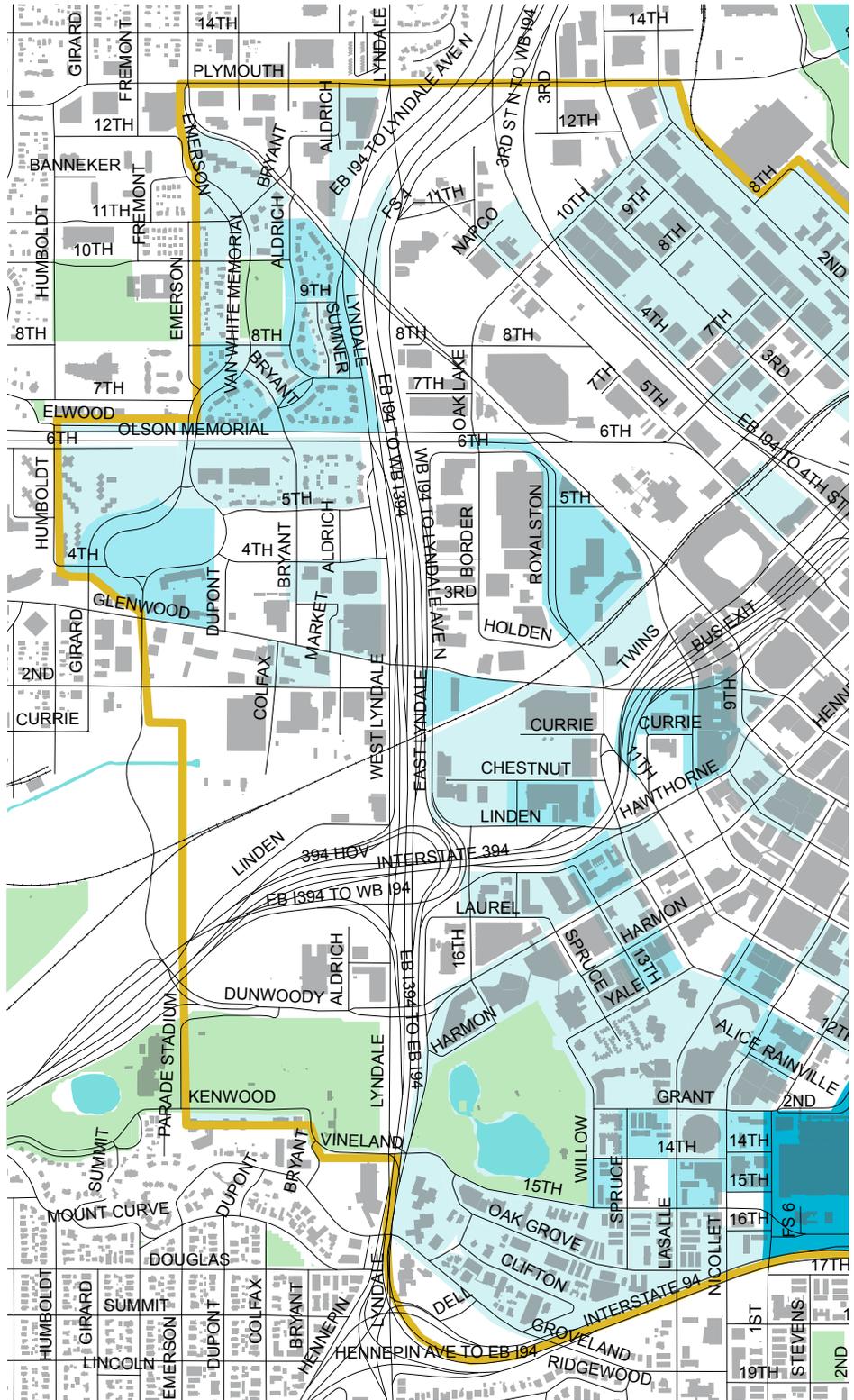
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Native American



People Identifying as American Indian or Alaska Native Only as a Percent of Total Population Per Census Block

0% or no data
1 - 20%
21 - 40%
41 - 60%
61 - 80%
81 - 100%

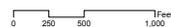
2010 U.S. Census Data

Downtown Public Realm Framework Boundary



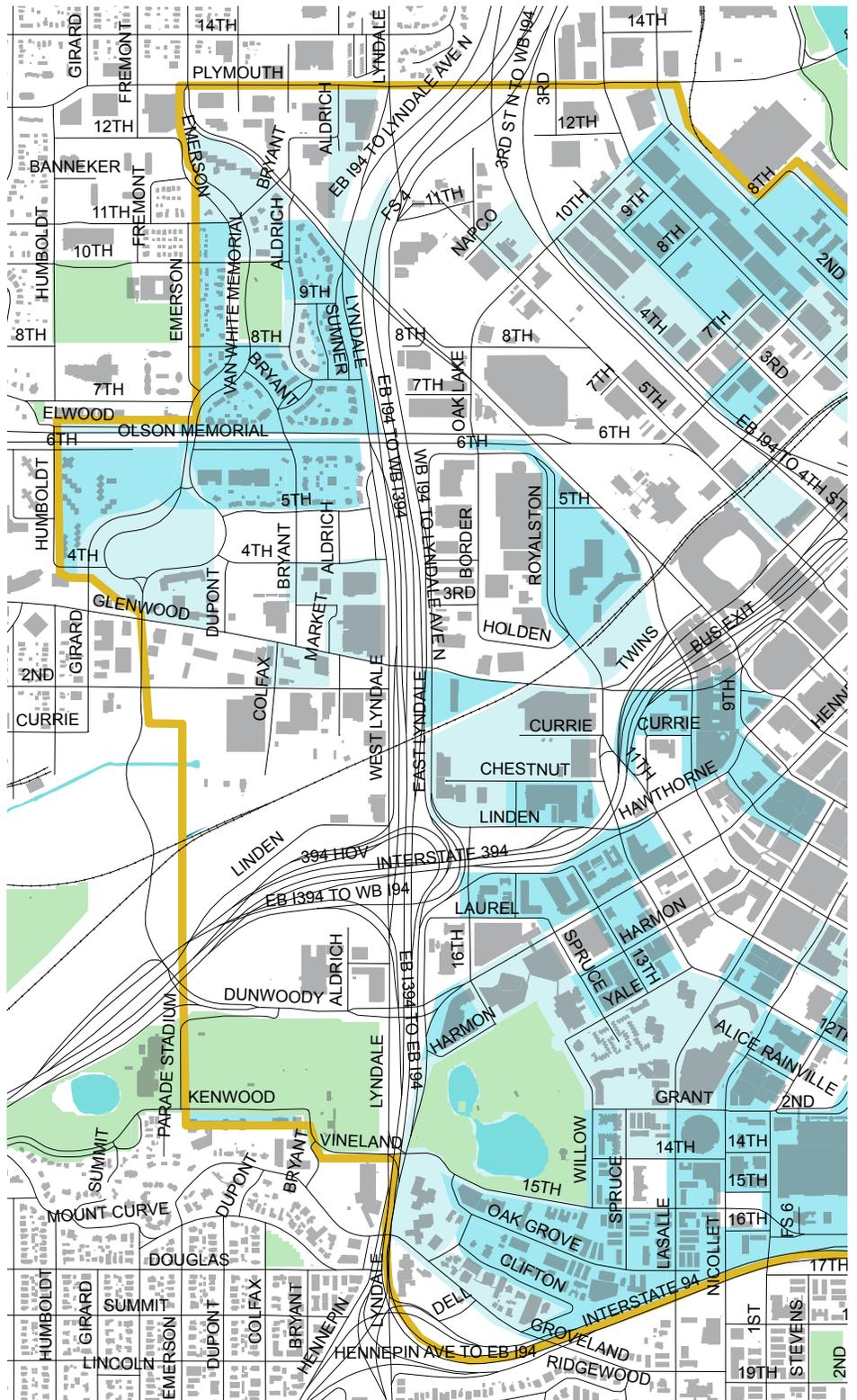
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Two-Plus Races



People Identifying as Two or More Races as a Count Per Census Block

0 ppl or no information
1 - 2 ppl/block
3 - 7 ppl/block
8 - 16 ppl/block
17 - 32 ppl/block
33+ ppl/block

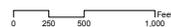
©2010 U.S. Census Data

— Downtown Public Realm Framework Boundary



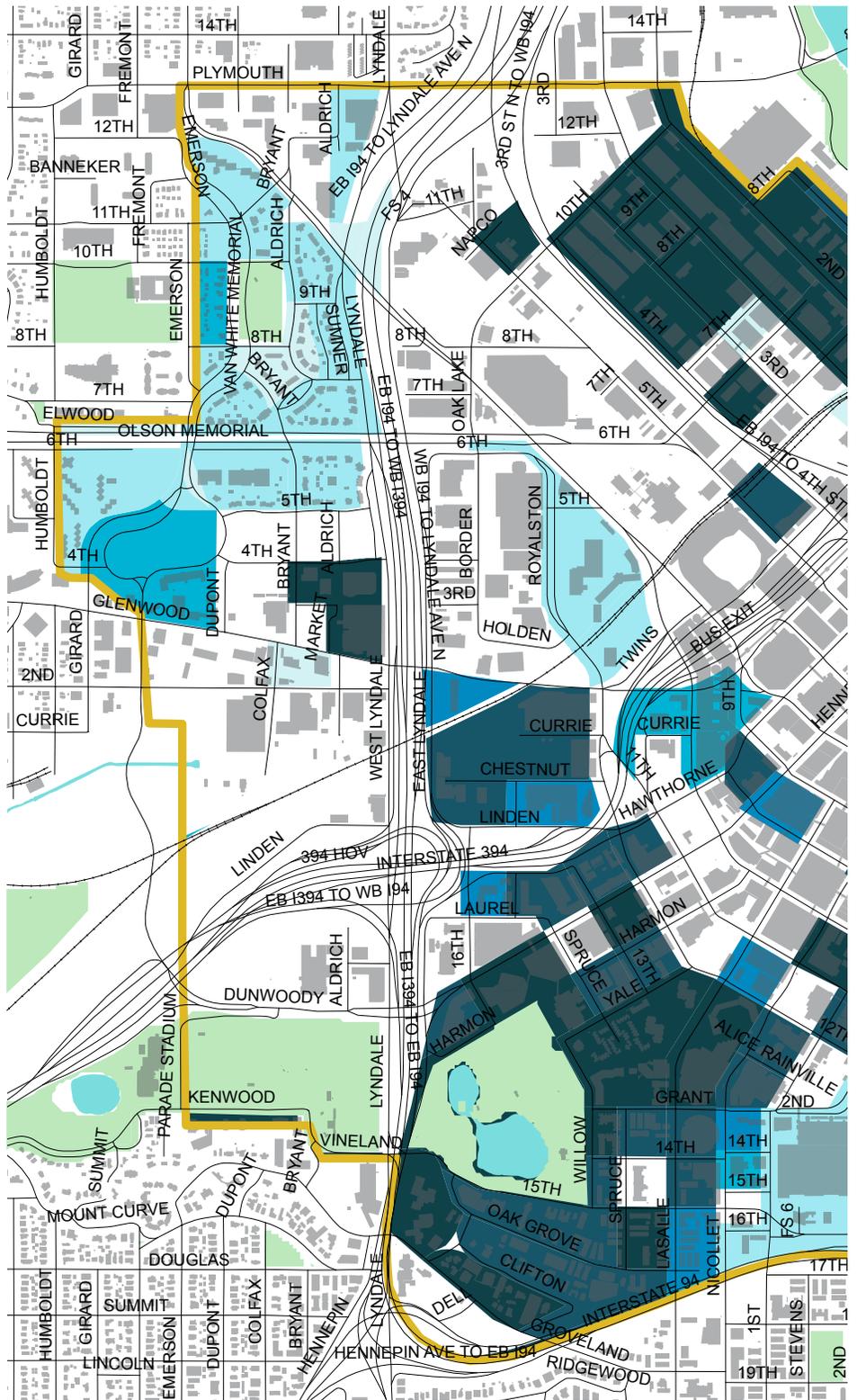
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: White

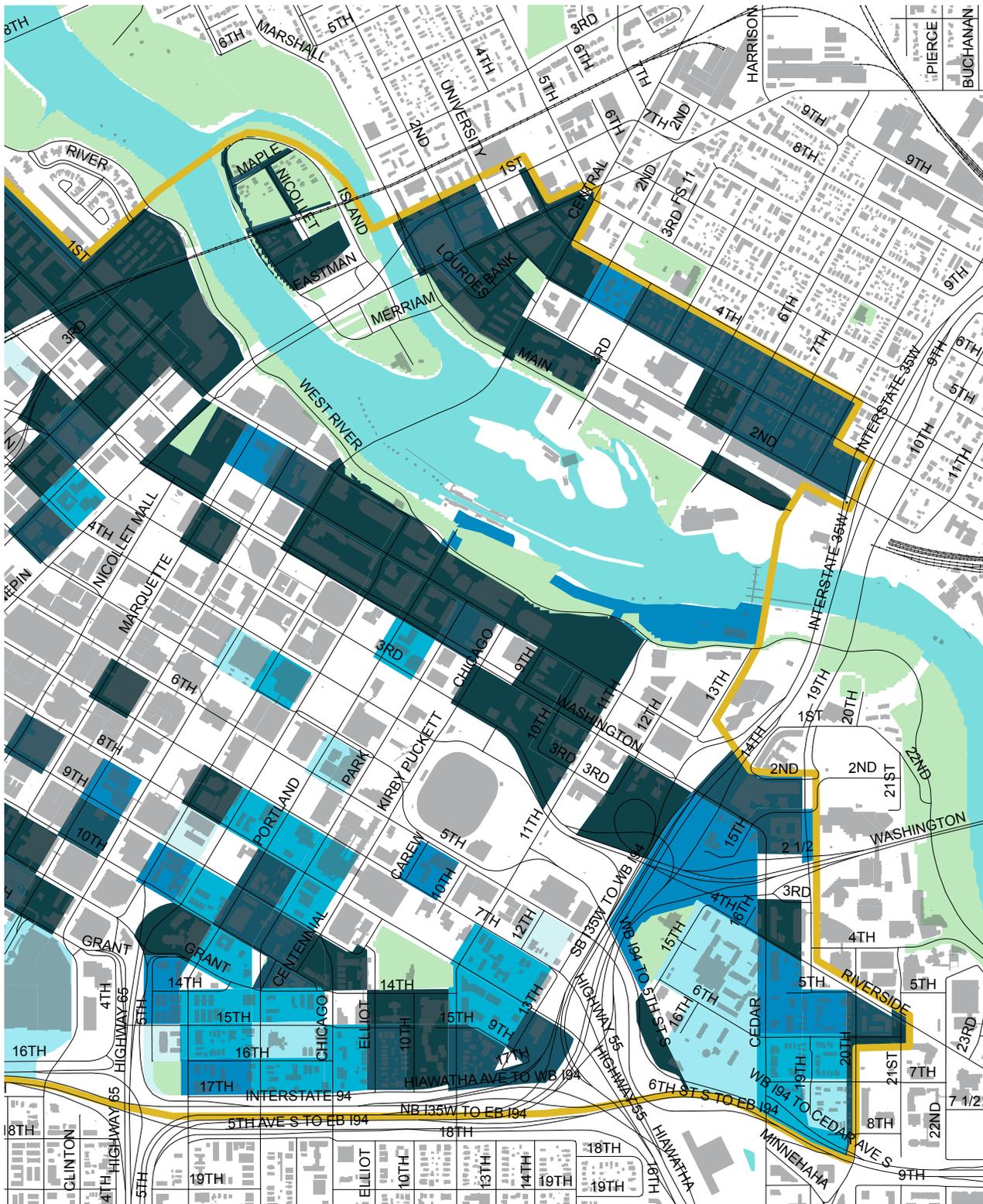


People Identifying as White Only as a Percent of Total Population Per Census Block

0% or no data
1 - 20%
21 - 40%
41 - 60%
61 - 80%
81 - 100%

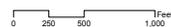
2010 U.S. Census Data

— Downtown Public Realm Framework Boundary



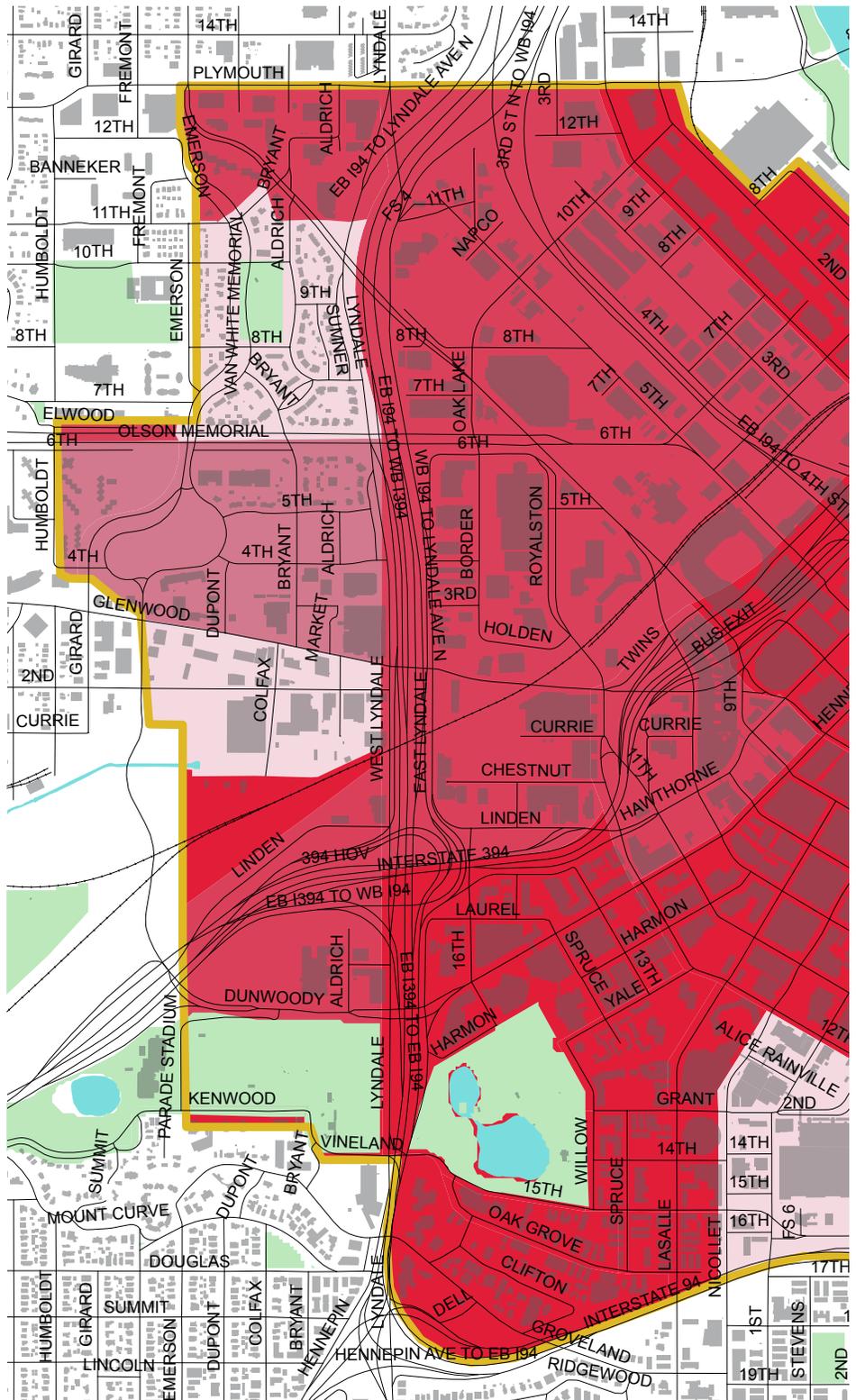
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Employed

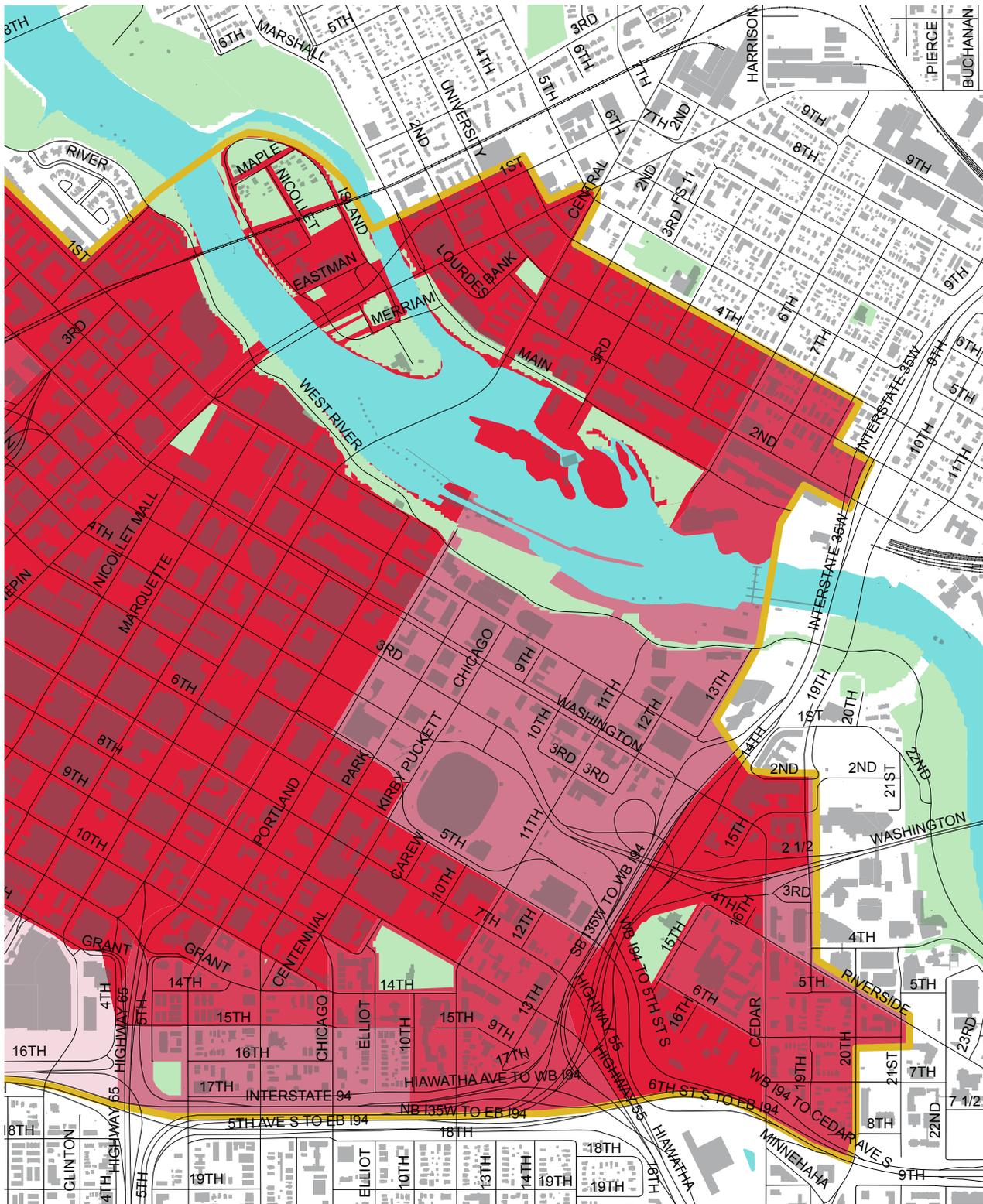


Percentage of Block Group Population Employed (within the Labor Force)

- < 70%
- 71 - 80%
- 81 - 90%
- 91 - 100%

Downstream Public Realm Framework Boundary

ACS 5-Year Estimates 2008-2012



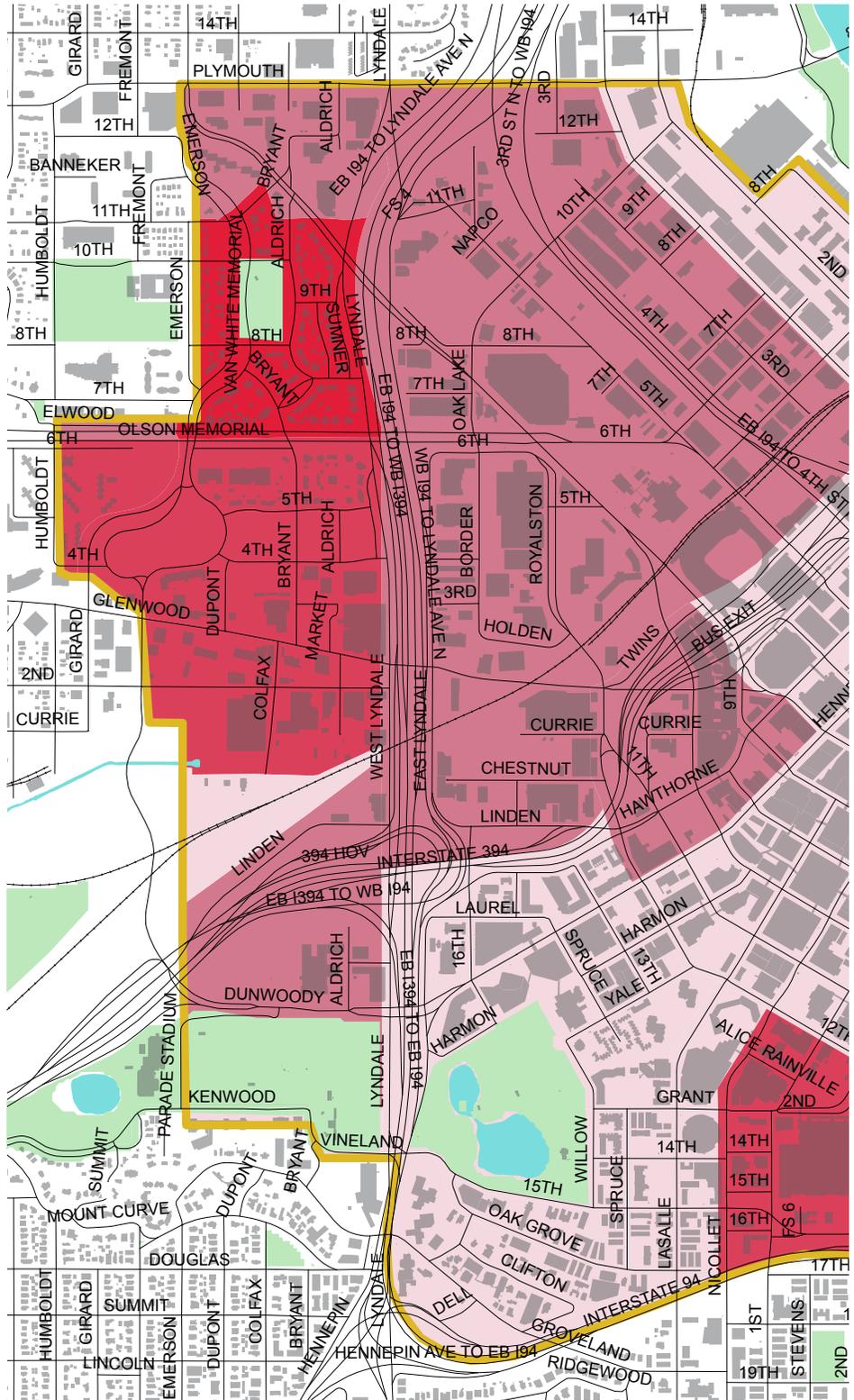
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Unemployed

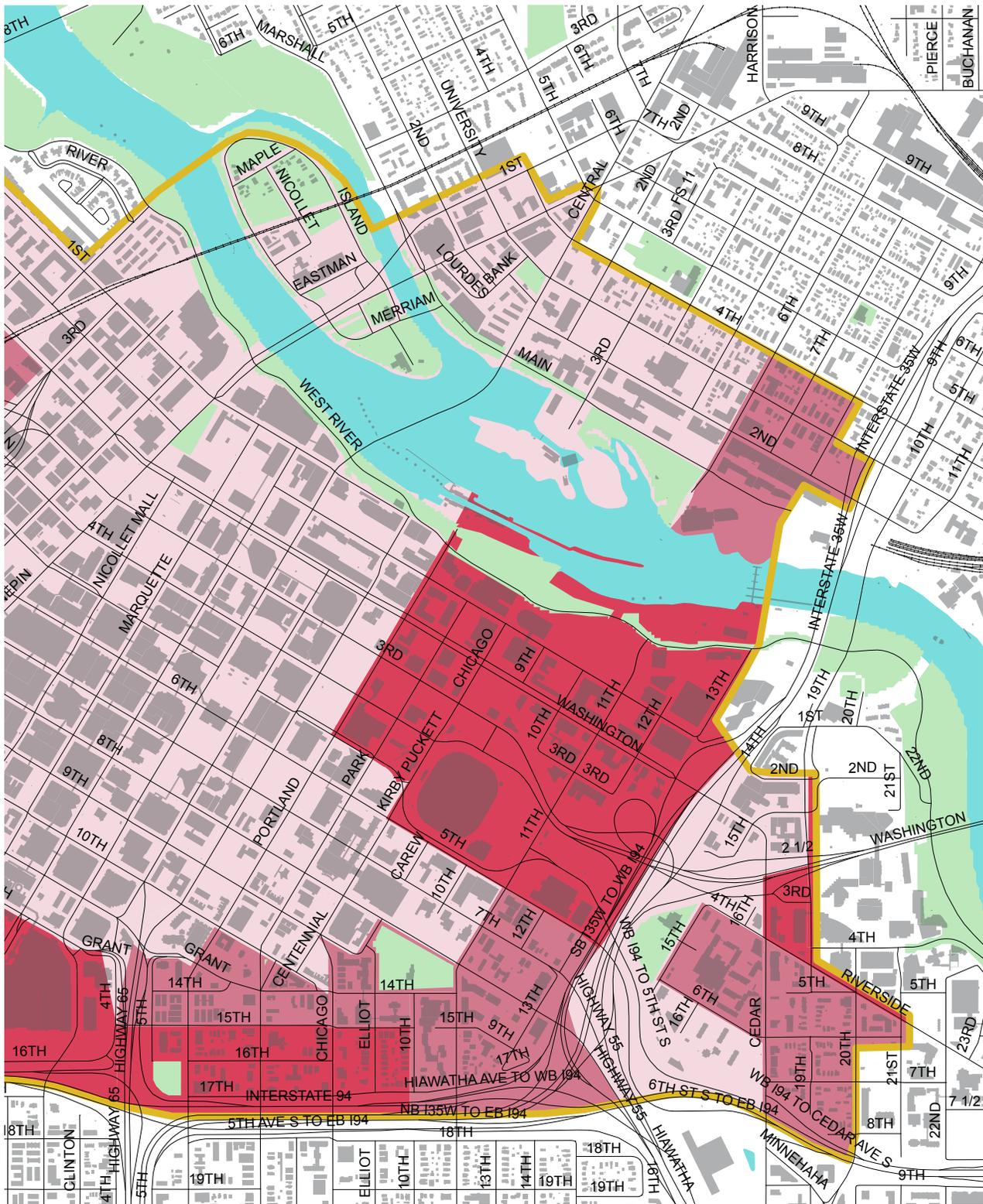


Percentage of Block Group Population Unemployed (within the Labor Force)

- 11 - 20%
- 21 - 30%
- 31 - 40%
- 41 - 60%

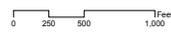
Downtown Public Realm Framework Boundary

ACS 5-Year Estimates 2008-2012



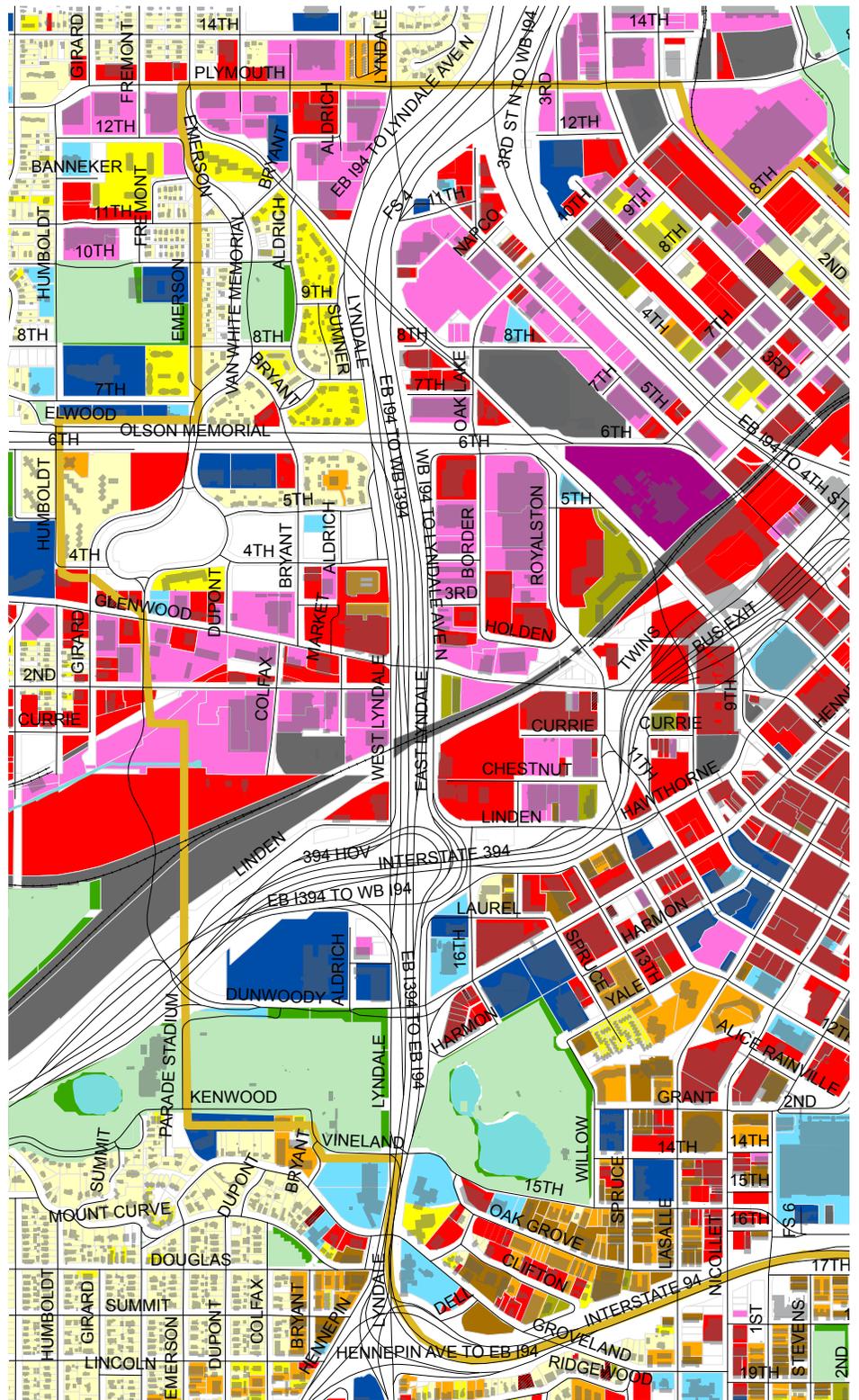
Downtown Public Realm

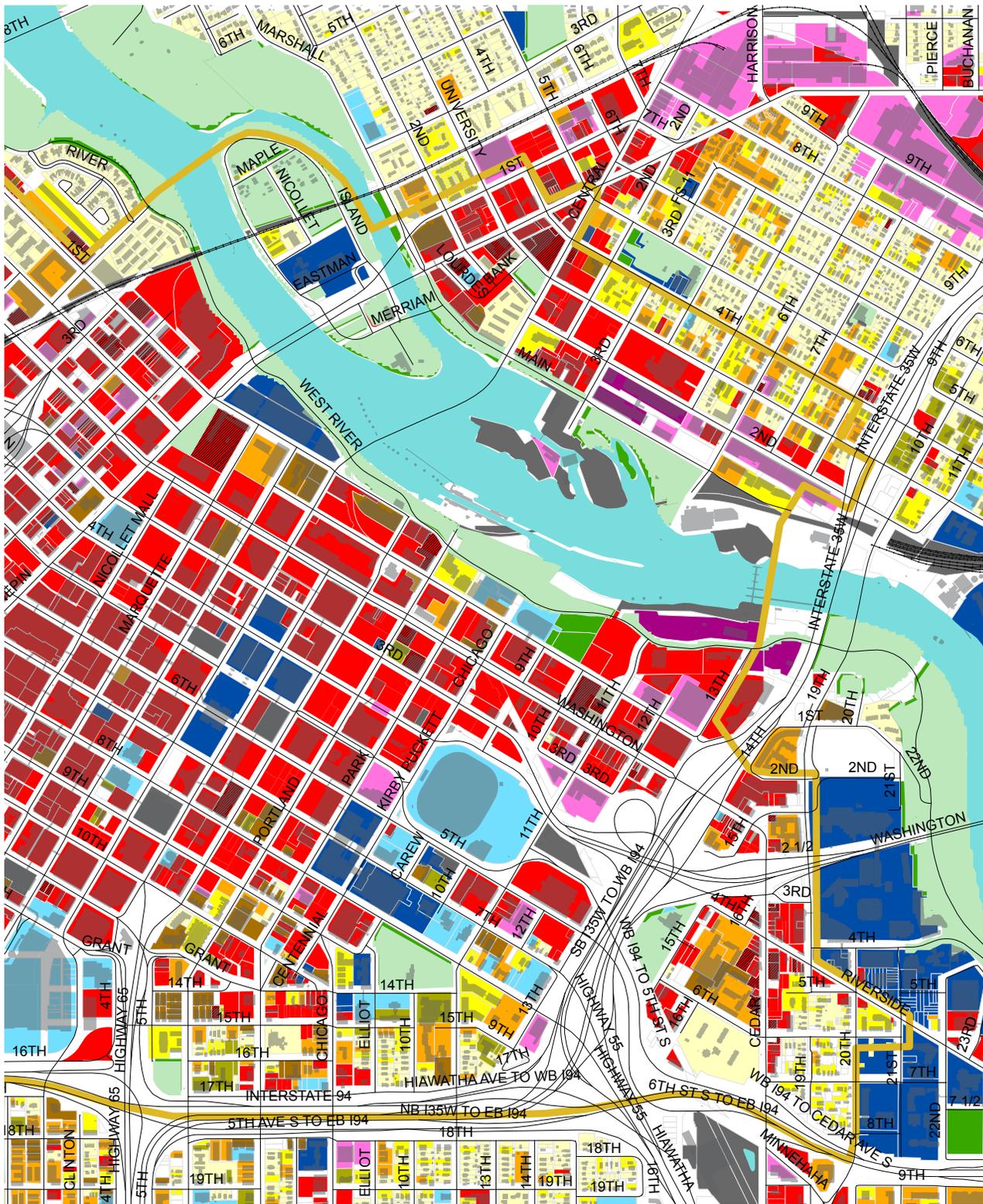
City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Land Use





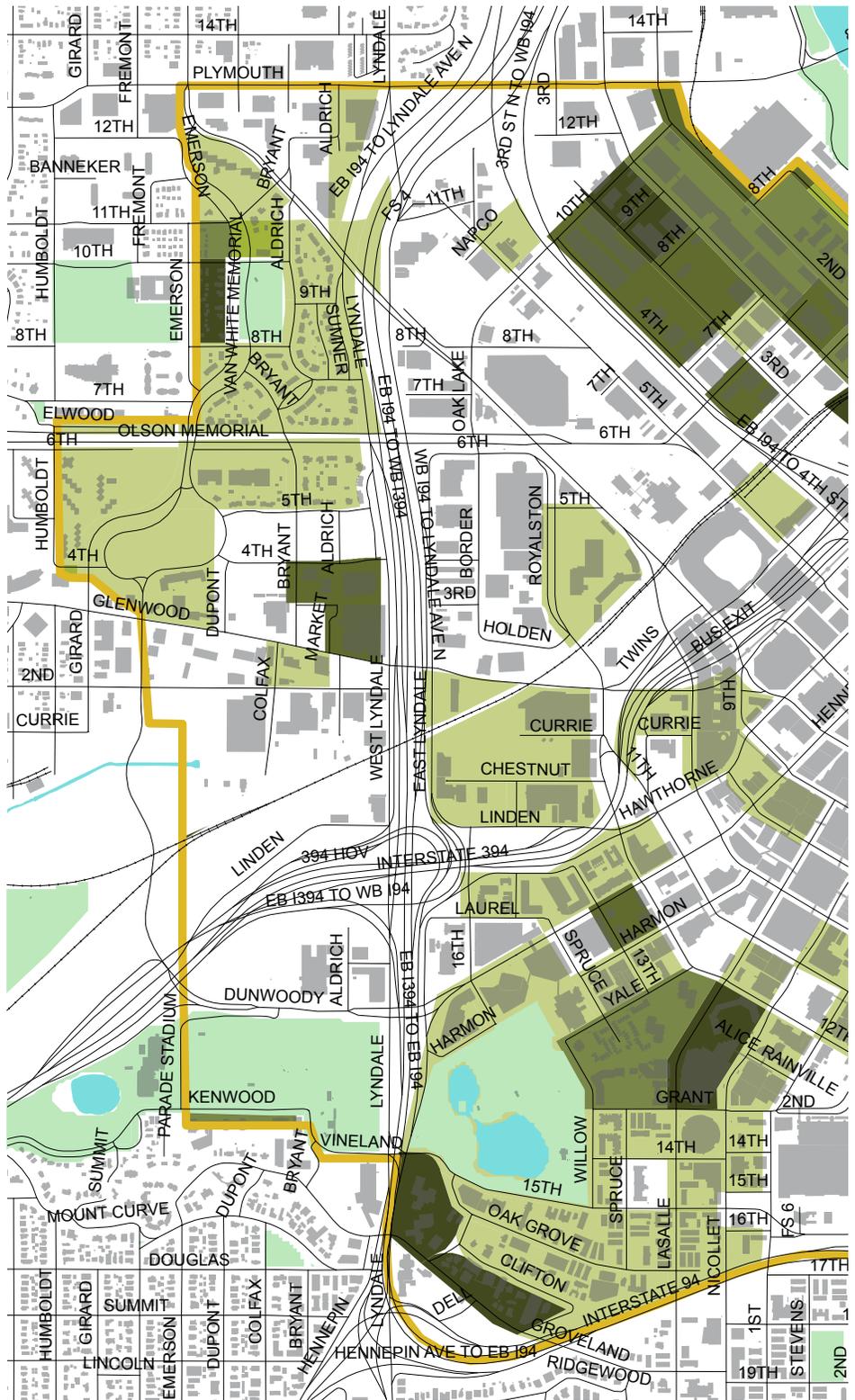
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Owner Occupied



Owner Occupied Units as a Percent of Total Units Per Census Block

(Lightest Green)	0% or no data
(Light Green)	1 - 20%
(Medium-Light Green)	21 - 40%
(Medium Green)	41 - 60%
(Medium-Dark Green)	61 - 80%
(Darkest Green)	81 - 100%

2010 U.S. Census Data

Yellow Line: Downtown Public Realm Framework Boundary



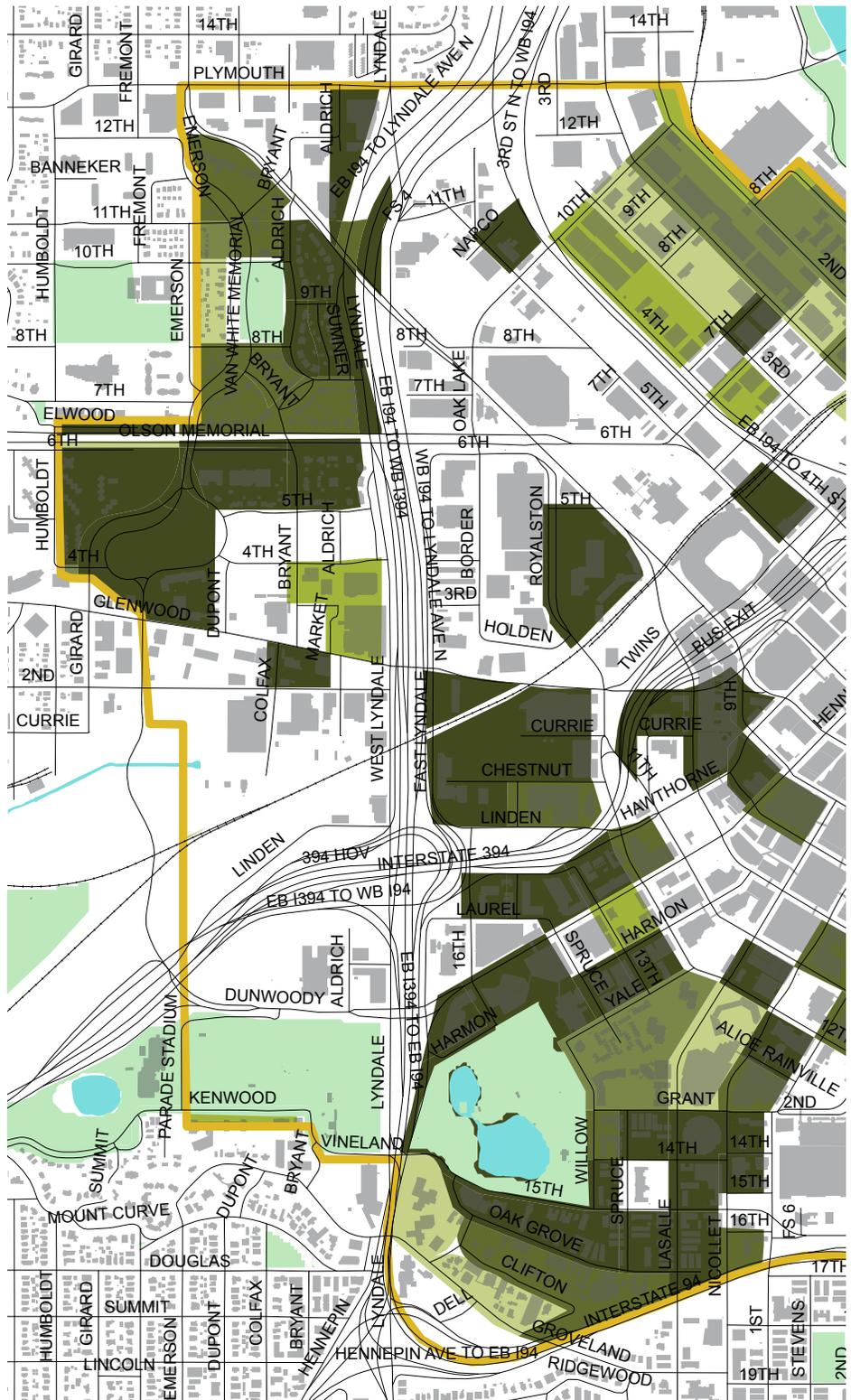
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Renter Occupied



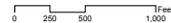
Renter Occupied Units as a Percent of Total Units Per Census Block
 0% or no data
 1-20%
 21-40%
 41-60%
 61-80%
 81-100%
 2010 U.S. Census Data

Downtown Public Realm Framework Boundary



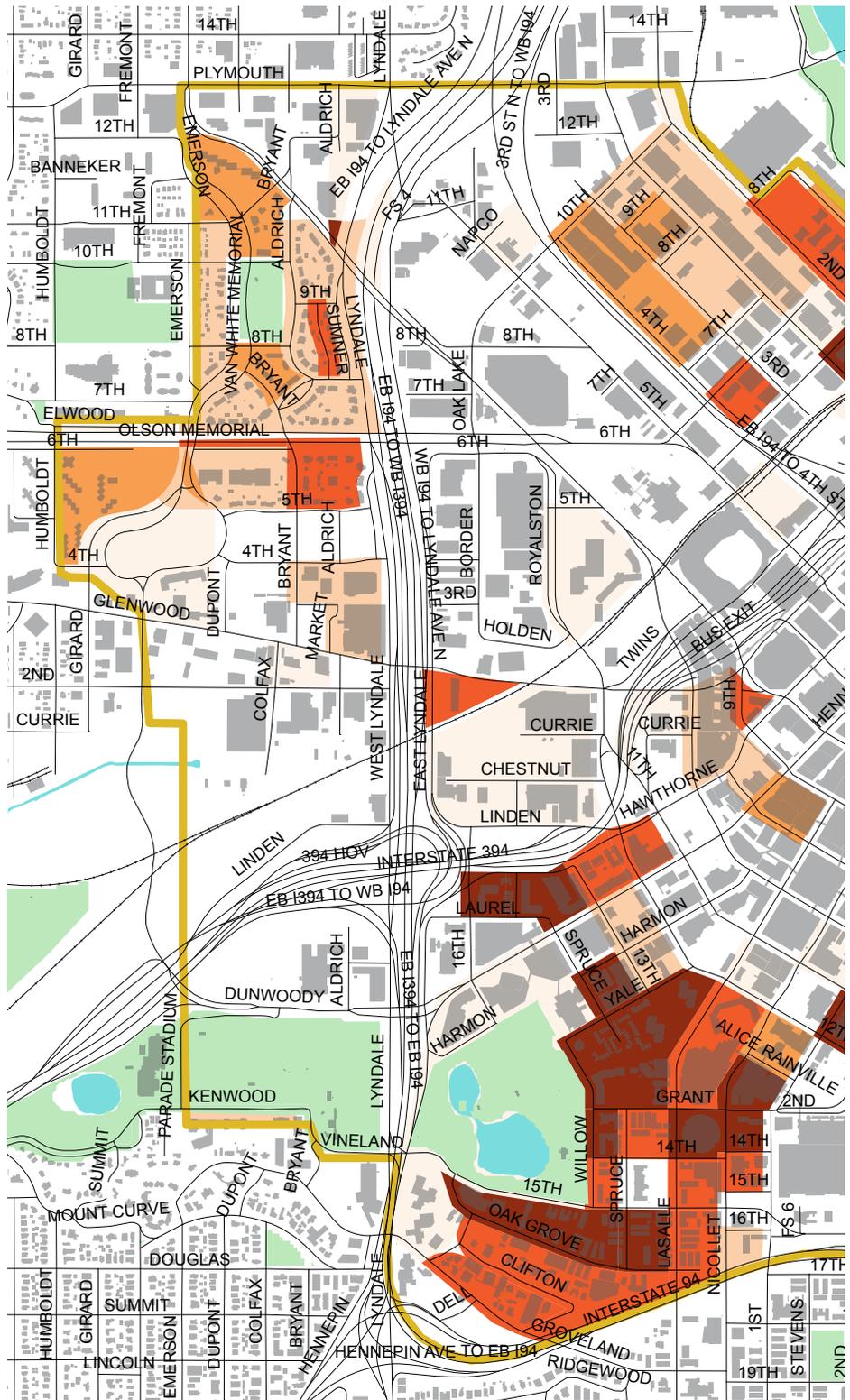
Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015

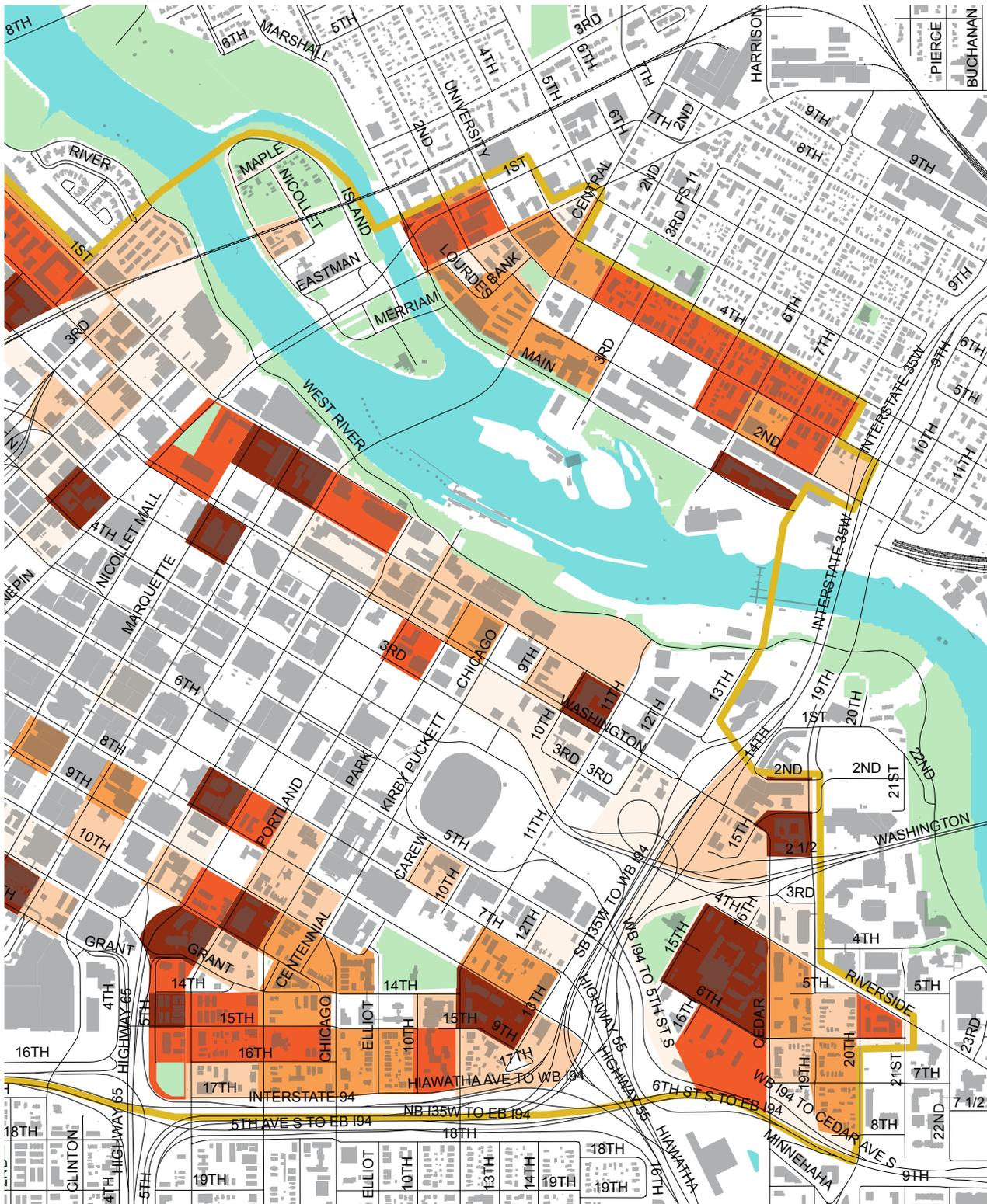


Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Population Density



— Downtown Public Realm Framework Boundary



Downtown Public Realm

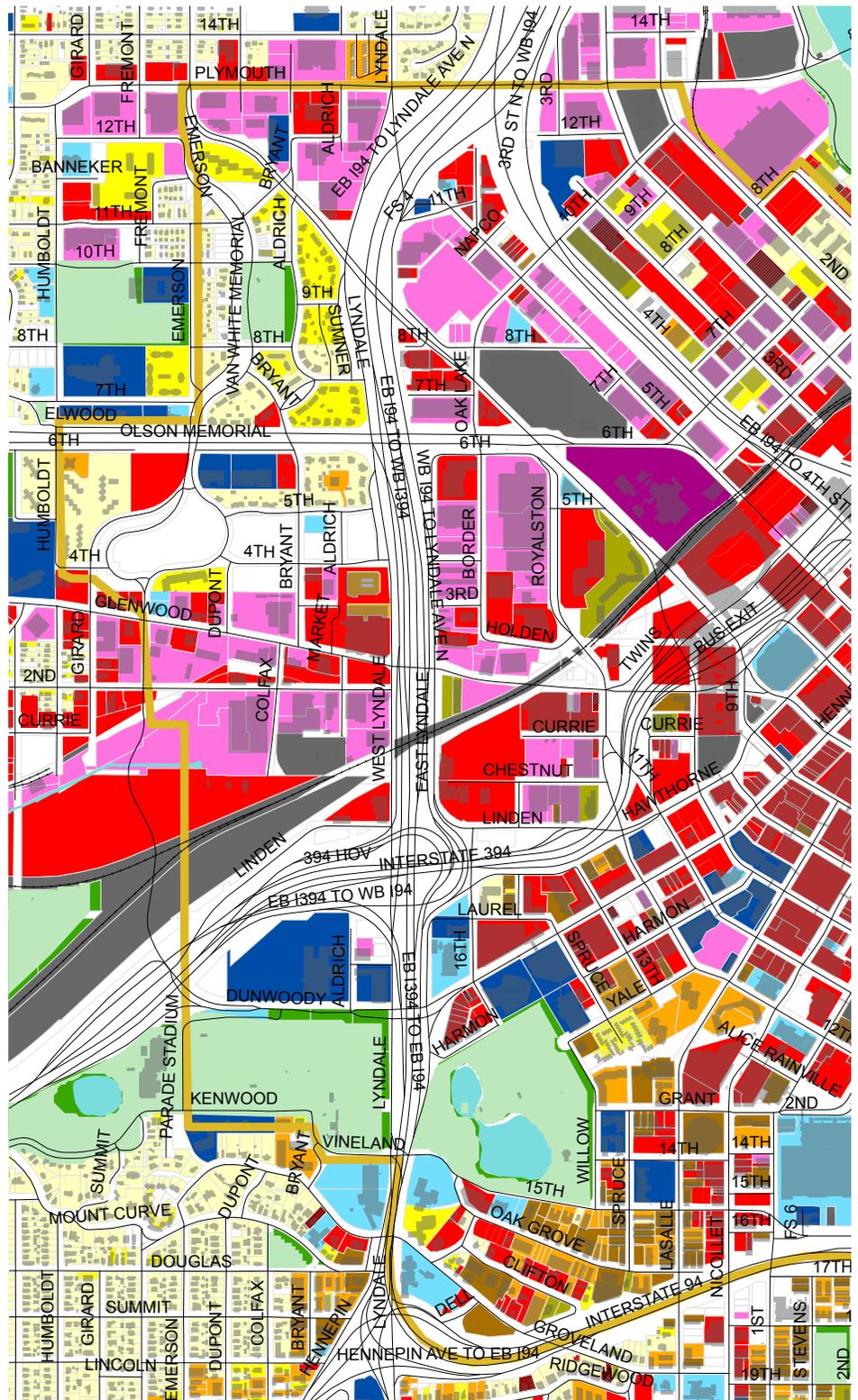
City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015

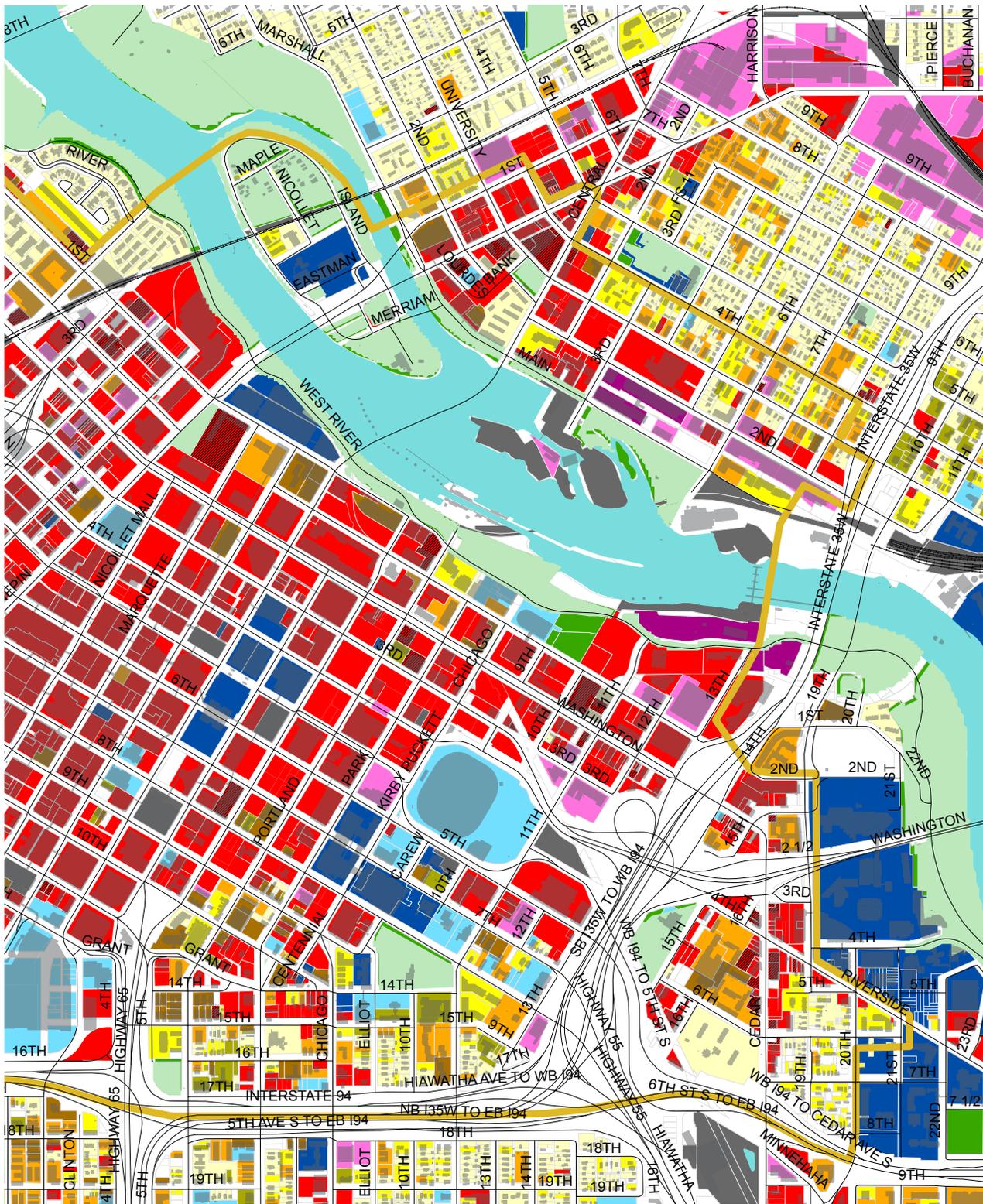
0 250 500 1,000 Feet



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Demographics: Zoning





Downtown Public Realm

City of Minneapolis
 Community Planning and Economic Development - Planning Division
 Created on: July 31st, 2015



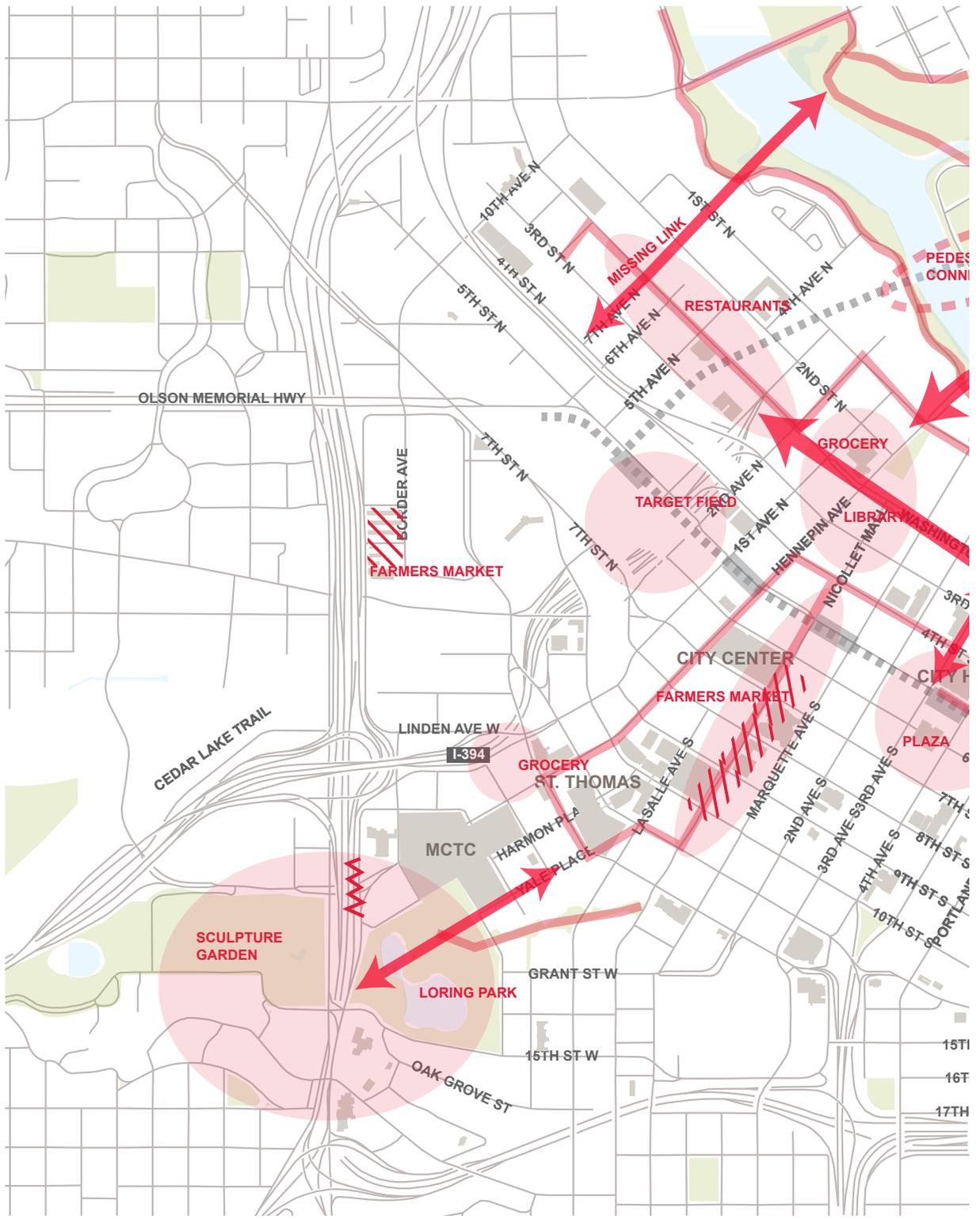
Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

Technical Advisory Committee Maps

Corridors, Gaps, Barriers, and Destinations

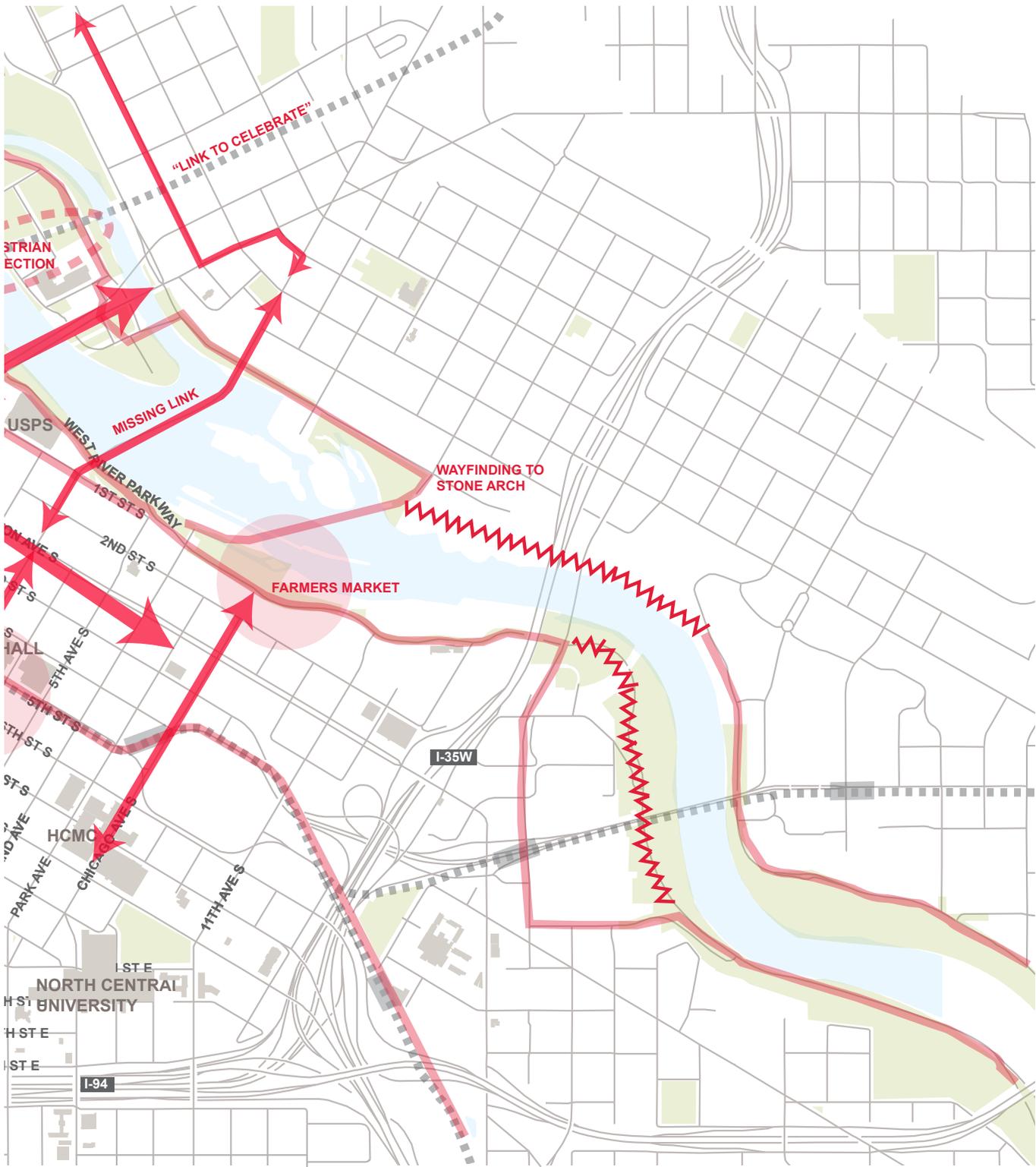
- » Downtown Residents
- » Downtown Visitors
- » Downtown Workers

Technical Advisory Committee Maps: Downtown Residents



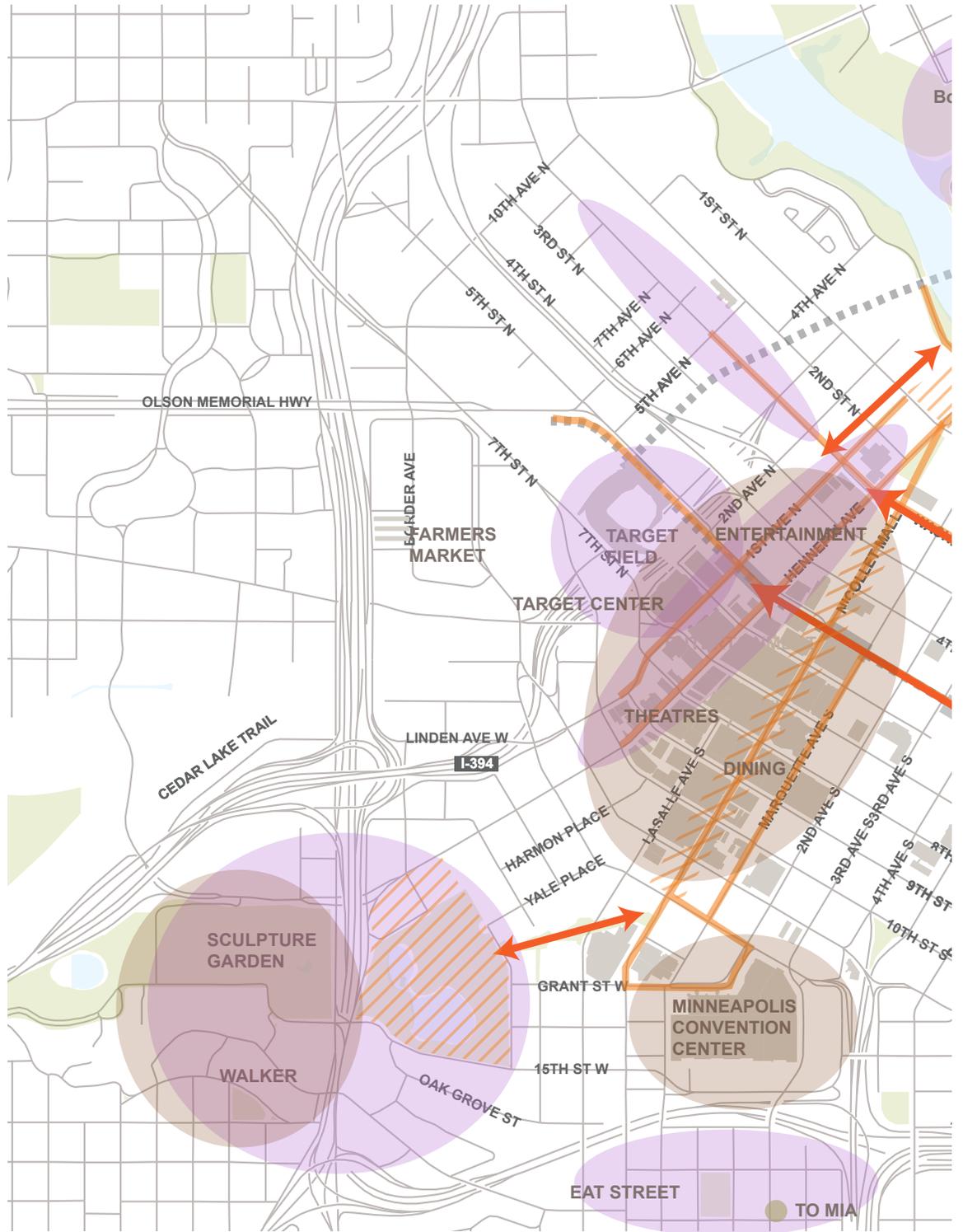
TAC 4: RESIDENTS DOWNTOWN
 Downtown Public Realm Framework/
 Downtown Service Area Master Plan

KEY	LRT/TRAIN + STATION	PLACE	SCHOOLS, RELIGIOUS
	PARKS		CORRIDOR
	WATER		



Data compiled from best available sources. The City of Minneapolis assumes no legal responsibility for the accuracy of this map. For illustrative purposes only.

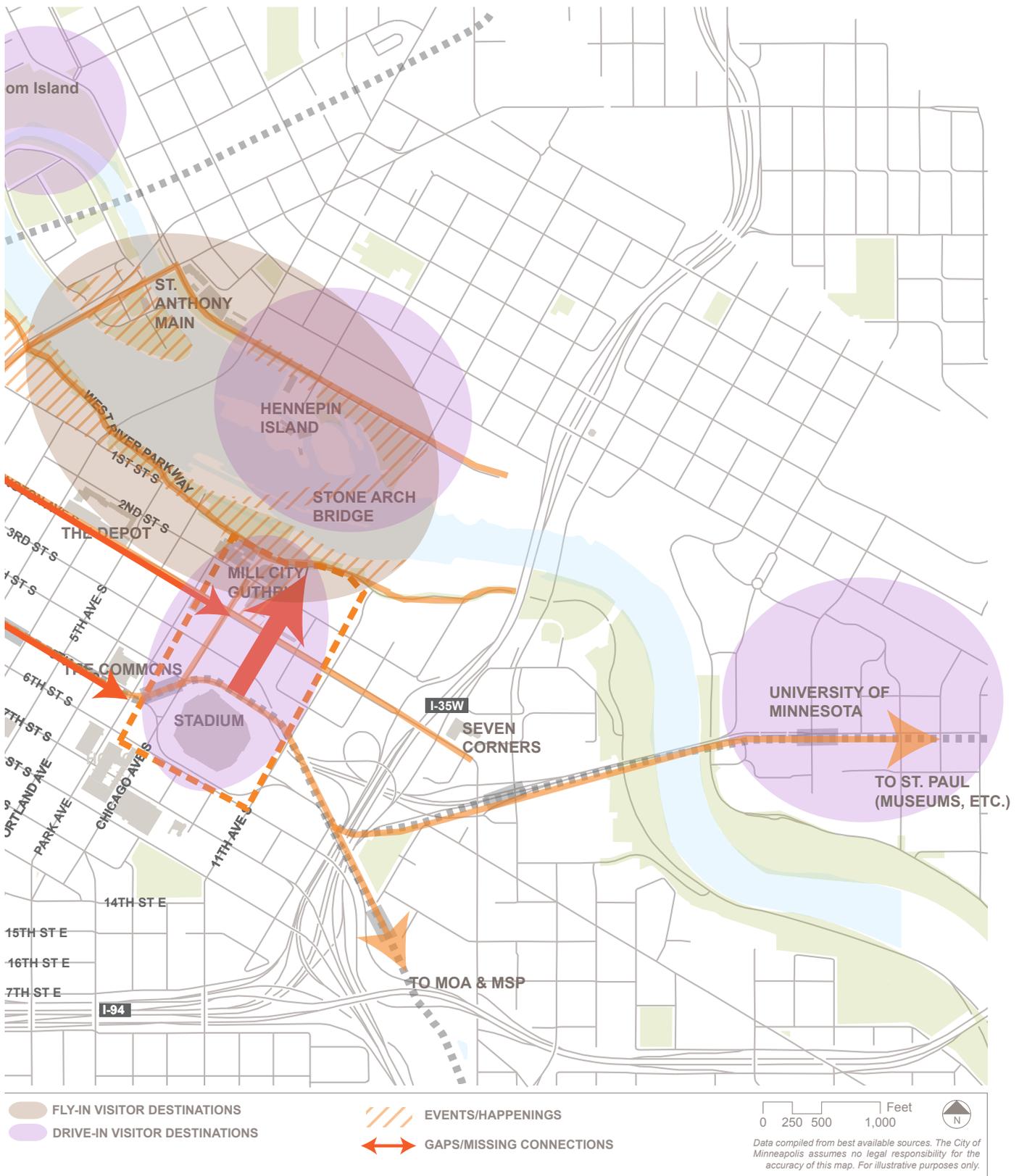
Technical Advisory Committee Maps: Downtown Visitors



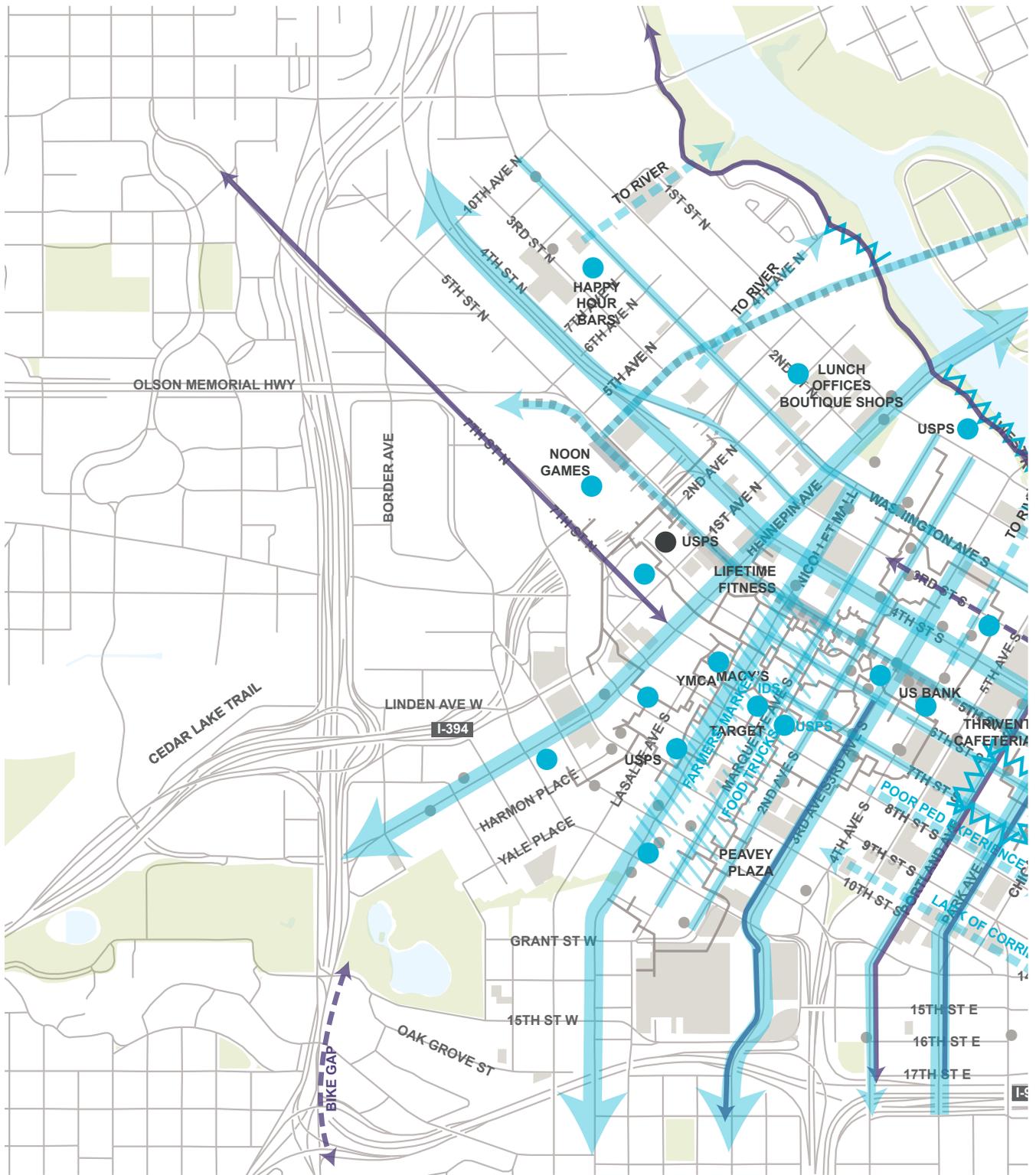
TAC 4: VISITORS DOWNTOWN
 Downtown Public Realm Framework/
 Downtown Service Area Master Plan

KEY
 ■ LRT/TRAIN + STATION
 ■ PARKS
 ■ WATER

PLACE DESTINATIONS/HOTELS
 — VISITOR CORRIDORS



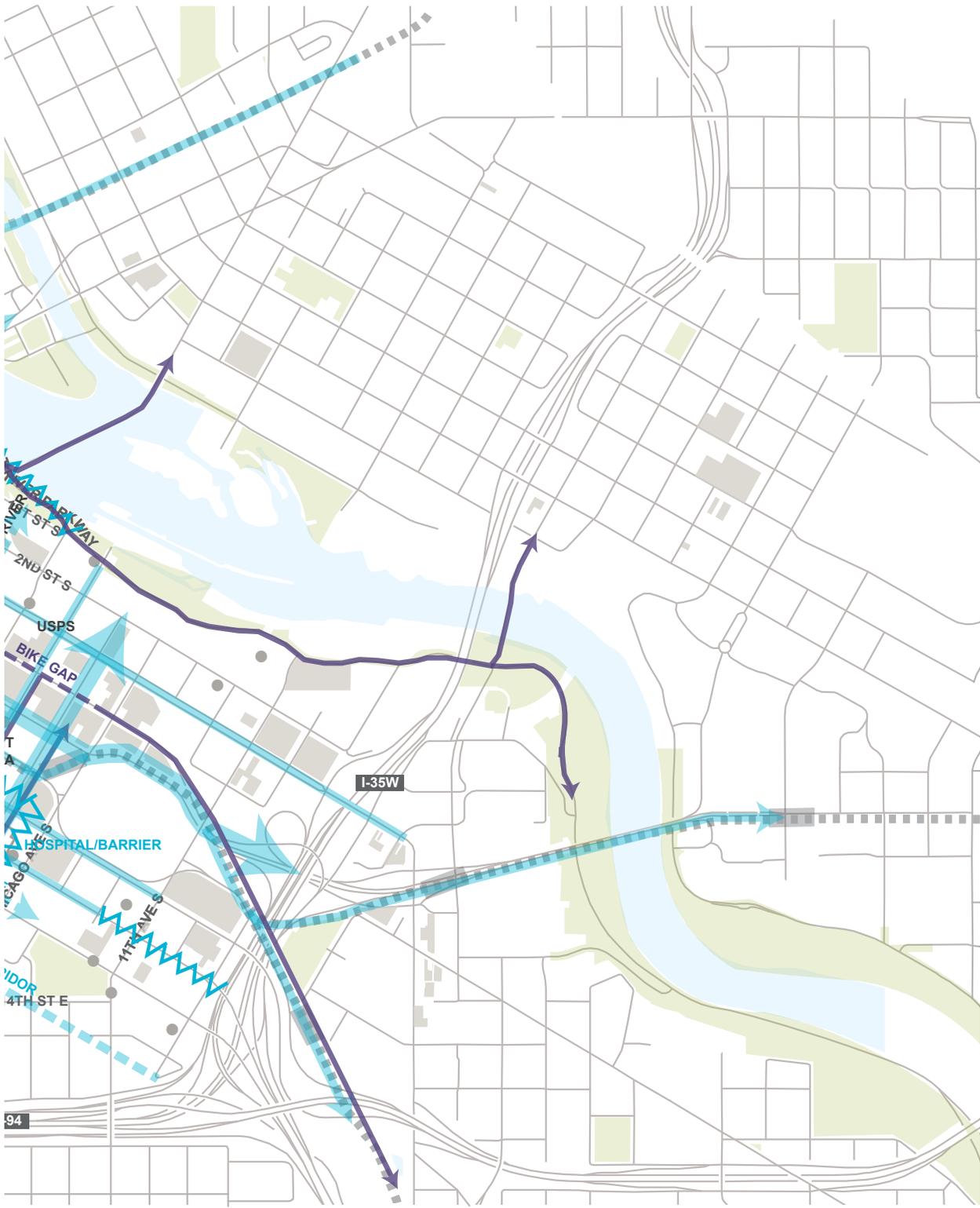
Technical Advisory Committee Maps: Downtown Workers



TAC 4: WORKERS DOWNTOWN

Downtown Public Realm Framework/
Downtown Service Area Master Plan

KEY	LRT/TRAIN + STATION	PLAZAS	SKYWAYS	BIKE CORRIDOR
PARKS	PARKING	BIKE CORRIDOR GAP	CORRIDOR	CORRIDOR GAP
WATER				



● DESTINATIONS

▨ EVENTS

〰 BARRIERS



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