

North Minneapolis Greenway Planning Project Winter 2013 Community Input Report



Rendering of the linear park greenway design. Image by Community Design Group, courtesy of Twin Cities Greenways and Bike Walk Twin Cities/Transit for Livable Communities

Table of contents:

Executive summary	2
Introduction and summary of community engagement process	4
Summary of community input	6
Conclusions and next steps	10
Appendix A: Preferred route map	11
Appendix B: Aerial images of route segments	12
Appendix C: Community input survey tool	17
Appendix D: Greenway support among residents who live along the route	19
Appendix E: Detailed summary of comments received	20
Appendix F: Neighborhood meetings - participant questions and comments	25
Appendix G: Open house participant comments	49
Appendix H: All survey comments received	52
Appendix I: Input from Lucy Laney and North High students	94

Executive Summary

About the north Minneapolis greenway project

The City of Minneapolis is developing plans to convert a low-traffic street in north Minneapolis to a greenway, which is a safe, accessible route for bicyclists and pedestrians. Based on community input gathered in fall 2012, the City developed a proposed route and assigned proposed greenway designs along the route. The proposed route runs north-south primarily along Irving and Humboldt Avenues North, starting at the Shingle Creek Trail on the north end and ending just south of Plymouth Avenue North. Most of the route is proposed to be a *full “linear park” greenway* with no motorized traffic or a *“half and half” greenway* with both a trail and car traffic. This project was supported by the City of Minneapolis through the Statewide Health Improvement Program, funded by the Minnesota Department of Health.

Winter 2013 community input process

In January and February 2013, the City conducted a community engagement process to collect input on the proposed route and greenway types. City staff held a series of five neighborhood meetings for residents renting or owning property directly on the greenway route; held an open house; collected surveys at the neighborhood meetings, the open house, and online; and met with students at two schools located on or near the route.

Summary of community input

- 371 people completed surveys online, at neighborhood meetings, or at the open house, including 258 people who live in north Minneapolis and 108 people who live on the greenway route.
- Generally, respondents supported the proposed route and greenway types, including people who live directly on the route (see table to the right).
- Participants liked the greenway because of the potential for decreased crime, community revitalization, increased green place, better connections to community destinations, and increased recreational opportunities.
- Participants also shared concerns about the greenway, including costs, access to homes, impacts on the community, safety, maintenance, and elements of the greenway design.

Community survey results: Support for the greenway route and types		
	All respondents	Respondents living on route
Support for the greenway route	74% support/strongly support 14% oppose/strongly oppose 12% neutral	60% support/strongly support 23% oppose/strongly oppose 17% neutral
Support for the greenway types	73% support/strongly support 16% oppose/strongly oppose 11% neutral	62% support/strongly support 21% oppose/strongly oppose 17% neutral

- Participants shared ideas for amenities and designs they would like to see in the greenway, such as art, Nice Ride kiosks, commercial development, and separation of bikes and pedestrians.
- There are more than 500 non-vacant properties located along the greenway route, most of which are single-family homes. Although 108 people living on the route have provided input, many more residents still need to be engaged in the planning process.

Project next steps

The City received additional funding from the Blue Cross Center for Prevention in July 2013 to continue the greenway planning process. These funds, which will be available for three years, will be used to develop more detailed plans, including some analysis of the whole route and more detailed plans for smaller segments of the route. Funds will also be used to conduct more in-depth community engagement and gather input from a larger number of community residents. If the planning process indicates that a greenway could be successfully built and utilized, the City can use the plans developed through this process to seek funds to construct the greenway.

How to get more information and stay connected

For more information, visit the project website at www.minneapolismn.gov/health/living/northminneapolisgreenway or contact Sarah Stewart (sarah.stewart@minneapolismn.gov, 612-673-3987). Anyone interested in being added to the project email list may also email Sarah with their contact information.



Funded by the Minnesota Department of Health through its Statewide Health Improvement Program.

If you need this material in an alternative format please call Ahmed Muhumud at (612) 673-2162 or email Ahmed.Muhumud@ci.minneapolis.mn.us. Deaf and hard-of-hearing persons may use a relay service to call 311 agents at (612) 673-3000. TTY users may call (612) 673-2157 or (612) 673-2626.

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Part 1: Introduction

The City of Minneapolis is developing plans to convert a low-traffic street in north Minneapolis to a greenway, which is a safe, accessible route for bicyclists and pedestrians. Based on community input gathered in fall 2012, the City developed a proposed route and assigned proposed greenway designs along the route. Appendix A has a map of the proposed route and greenway types. (Please note that any final route may be different than this proposed route based on community input and other analyses.)

The proposed route runs north-south primarily along Irving and Humboldt Avenues North. It starts at Victory Memorial Parkway on the north end and passes the Crystal Lake Cemetery, Folwell Park, Jordan Park, and near to North Commons Park; it ends just south of Plymouth Avenue North. Most of the route is proposed to be a *full "linear park" greenway* with no motorized traffic or a *"half and half" greenway* with both a trail and car traffic (see Figure 1 on next page for images of these greenway types). The bikeway will be the second of its kind in north Minneapolis. Examples for comparison include the 37th Avenue North greenway between Queen and Knox Avenues North, Milwaukee Avenue in the Seward neighborhood, and the Midtown Greenway.

The City worked with SRF Consulting, a local firm, to develop these initial greenway plans. A project steering committee made up of community residents and technical experts meets on a quarterly basis to provide guidance and input to the City on the greenway project. This project was supported by the City of Minneapolis through the Statewide Health Improvement Program, funded by the Minnesota Department of Health. For more information, visit the project website at www.minneapolismn.gov/health/living/northminneapolisgreenway or contact Sarah Stewart (sarah.stewart@minneapolismn.gov, 612-673-3987). Anyone interested in being added to the project email list may also email Sarah with their contact information.

Project history

This project was initiated by the City in response to community interest. The idea came from Twin Cities Greenways, a local, all-volunteer group promoting the construction of greenway-quality trails to better connect the Twin Cities area (see www.tcgreenways.org). In 2011, Bike Walk Twin Cities, a program of Transit for Livable Communities, partnered with Twin Cities Greenways to fund Community Design Group to lead a series of community workshops in North Minneapolis. The workshops introduced the greenway concept to residents and gathered community feedback. Approximately 200 north Minneapolis community members participated in the workshops, and 171 completed surveys. Eighty-nine percent of survey respondents agreed or strongly agreed that, "The greenway concept would be an asset to north Minneapolis."

Based on this community interest, the City secured grant funds in January 2012 from the Minnesota Department of Health through its Statewide Health Improvement Program to develop initial concept plans for the greenway. In fall 2012, the City presented three route options and three greenway design type options to community members and collected input through an open house, attendance at events, and collecting surveys. Of the 452 people who completed surveys, most preferred the full "linear park" greenway type, followed by the "half-and-half" greenway type.

Respondents also preferred a direct route that connected destinations like schools, parks, and other green spaces, as this type of route would support both commuting and recreational needs. A report summarizing the input gathered in fall 2012 can be found online at www.minneapolismn.gov/health/living/northminneapolisgreenway.

Winter 2013 community engagement process

City staff collected input in the following ways:

- A series of five neighborhood meetings held between 1/22/13 and 2/5/13 for residents renting or owning property directly on the greenway route. The greenway route was broken into five segments, and residents of each segment were invited to attend one of the five meetings. (For a map of the segments, see Appendix D.)
- Open house held on 2/12/13 open to all
- Surveys collected at the neighborhood meetings, the open house, and online
- Meeting with students at two schools located on or near the route (North Community High School Academy of Arts and Communications and Lucy Laney Community School)

The survey tool used in the engagement process is available in Appendix C of this report. City staff promoted the survey and the open house through community newspapers, neighborhood organizations, Facebook, a project website, a project email list, and a postcard mailing to every household located within one block of the original three proposed routes. The City also mailed letters and route maps to people living directly on the route, inviting them to the series of neighborhood meetings.

Figure 1: Images of Greenway Types

Half & Half Greenway Type



A “half and half” has a trail on one half of the street and car traffic on the other side. The street is either one-way with parking or two-way without parking. The trail crosses some intersections diagonally so that bikes do not have to stop and car traffic is minimal on the street next to the trail.

Full “Linear Park” Greenway Type



A full “linear park” greenway eliminates car traffic from a street and replaces it with a trail and green space for bikes and pedestrians. Many intersecting streets are blocked off, providing more green space. There is room for amenities like BBQs, community gardens, playgrounds, and art.

Part 2: Summary of community input collected

This part of the report summarizes the input the City gathered through the surveys and community meetings. The data summarized in this section of the report includes:

- I. Input gathered from students at Lucy Laney Community School and North Community High School Academy of Arts and Sciences
- II. Input gathered at neighborhood meetings
- III. Input gathered at the open house
- IV. Survey responses by all respondents and those living directly on the proposed route

The survey (which can be found in Appendix C) asked respondents how closely they live to the greenway, how much they support or oppose the proposed greenway route and types, how likely they would be to use the greenway, what they like about the greenway, what their concerns about the greenway are, and which segments of the greenway they prioritize for construction. Survey respondents who reported living on the greenway route were also asked how much they support or oppose the greenway on their specific street.

A brief summary of all of the input received from the surveys and community meetings is included below, and a more detailed summary of comments is included in Appendix E. Comments received at the neighborhood meetings are included in Appendix F, comments received at the open house are included in Appendix G, comments submitted via the surveys are included in Appendix H and sorted by the respondent's proximity to the greenway route, and comments received from the students are included in Appendix I.

Description of Survey Respondents

A total of 371 surveys were completed (295 online, 61 at neighborhood meetings, 14 at the open house, and one via the mail). About 70% of respondents reported being north Minneapolis residents, and 29% reported living directly on the proposed greenway route. See Table 1 for a summary of where survey respondents reported living. (Three respondents did not answer this question.) Most of the respondents who live directly on the route reported owning (not renting) property on the greenway route (94%).

Table 1. Respondent proximity to the proposed route

Directly on the greenway route	108 (29.3%)
1-4 blocks from the route	101 (27.4%)
Elsewhere in north Minneapolis	49 (13.3%)
<i>Total in north Minneapolis</i>	<i>258 (70.1%)</i>
Outside of north Minneapolis	110 (29.9%)
Total	368

Support for the greenway route and types

As shown in Table 2, the majority of all respondents supported the greenway route, as did the majority of people who live directly on the route. The majority of both groups also supported the greenway types selected along the route. Support for the greenway route and types was lower among people who live along the route, and opposition was higher.

Table 3 summarizes the support for a greenway on their block among people who live along the route. These results should be interpreted with caution because response rates for some greenway segments were low. More information will need to be collected from residents to better understand support along the route. Residents' support for the route varied by route segment, as did the number of respondents per segment. Among people who live along the route and oppose the greenway a few people (5 respondents) indicated they would support the greenway if a different greenway type was used.

Suggested route changes

Respondents made suggestions for changes to the proposed route. Their responses included the following themes (see Appendix E for a more detailed list of suggestions):

- Move greenway off of specific blocks or onto specific blocks
- Provide connections to other destinations: Webber Park, Folwell Park, Mississippi River, and Theodore Wirth Park
- Improve connections on the southern end of the trail
- Extend the greenway farther north

Table 2. Support for the greenway route and types

	All respondents	Respondents living on route
Support for the greenway route	74% support/strongly support 14% oppose/strongly oppose 12% neutral	60% support/strongly support 23% oppose/strongly oppose 17% neutral
Support for the greenway types	73% support/strongly support 16% oppose/strongly oppose 11% neutral	62% support/strongly support 21% oppose/strongly oppose 17% neutral

Table 3. Support for greenway on block among respondents living on the route

Route segment	Support/strongly support	Neutral	Oppose/strongly oppose	Total # of respondents
1: South of W. Broadway Ave.	79%	21%	0%	9
2: North of W. Broadway Ave. and south of 29 th Ave. N.	44%	31%	25%	16
3: North of 30 th Ave. N. and south of 36 th Ave. N.	69%	10%	21%	39
4: North of 36 th Ave. N. and south of 41 st Ave. N.	42%	8%	50%	12
5: North of 41 st Ave. N.	64%	14%	21%	14
Total (full route)	63%	16%	21%	100

Suggested changes to greenway types

Respondents provided suggestions related to greenway types (i.e., full linear park design, half-and-half design, bike boulevard), suggestions about the use of specific designs for the greenway overall and for specific blocks, and suggestions about intersection closings and one-way streets. See Appendix E for a more detailed list of suggestions.

Likelihood of use

The majority of respondents reported that they would be at least moderately likely to use the greenway, given the proposed route and designs (62% were very likely/extremely likely to use it, 15% were moderately likely to use it, and 23% slightly or not at all likely to use it).

Aspects of the greenway that respondents liked

Aspects of the greenway that respondents fell into two main categories: Benefits to the community and recreational opportunities. These aspects are summarized in Table 4, and a more complete list is included in Appendix E.

Table 4. What respondents liked about the greenway	
Benefits to the community: <ul style="list-style-type: none"> • Decreased crime • Potential for community revitalization • Increased sense of community and connectedness to neighbors • Attractive to new residents • Increased positive perception of north Minneapolis and community pride • Improved air quality • Quiet, green space and beauty • Better connections to parks, schools, community centers and other parts of the city 	Increased recreational opportunities: <ul style="list-style-type: none"> • Safe, fun place to children and seniors • Place for people to exercise • Greater acceptance of bicyclists

Concerns about the greenway

Respondents’ concerns about the greenway can be categorized in six groups, as outlined in Table 5. A more detailed list of concerns is included in Appendix E.

Table 5. Concerns about the Greenway (continues on next page)	
Costs <ul style="list-style-type: none"> • Increased home values leading to increased property taxes • Assessments to home owners for building the greenway • Costs associated with property modifications: fixing garages, 	Access to homes for: <ul style="list-style-type: none"> • Taxis • School buses • Emergency vehicles

driveways, etc.	<ul style="list-style-type: none"> Seniors and disabled residents
<p>Potential impact on community</p> <ul style="list-style-type: none"> Possibility of gentrification Negative effect on local businesses Reduced demand for houses on the greenway Division of north Minneapolis into two segments Increased traffic and parking on adjacent streets 	<p>Safety</p> <ul style="list-style-type: none"> Crime and vandalism for greenway users and residents along the greenway Speeding or crime in alleys In proposed parking lots at the end of the blocks
<p>Maintenance concerns along the greenway and alleyways</p> <ul style="list-style-type: none"> Landscaping Snow clearance Litter 	<p>Greenway design, amenities and use</p> <ul style="list-style-type: none"> Lack of bathrooms along the greenway Reduced privacy for residents living along the greenway Adequate lighting High-speed cyclists affecting the recreational/park feel Loss of trees Under-utilization in the winter

Ideas for the greenway

Respondents shared ideas for amenities and designs they would like to see included in the greenway, and these ideas are summarized in Table 6. A more detailed list of ideas is included in Appendix E.

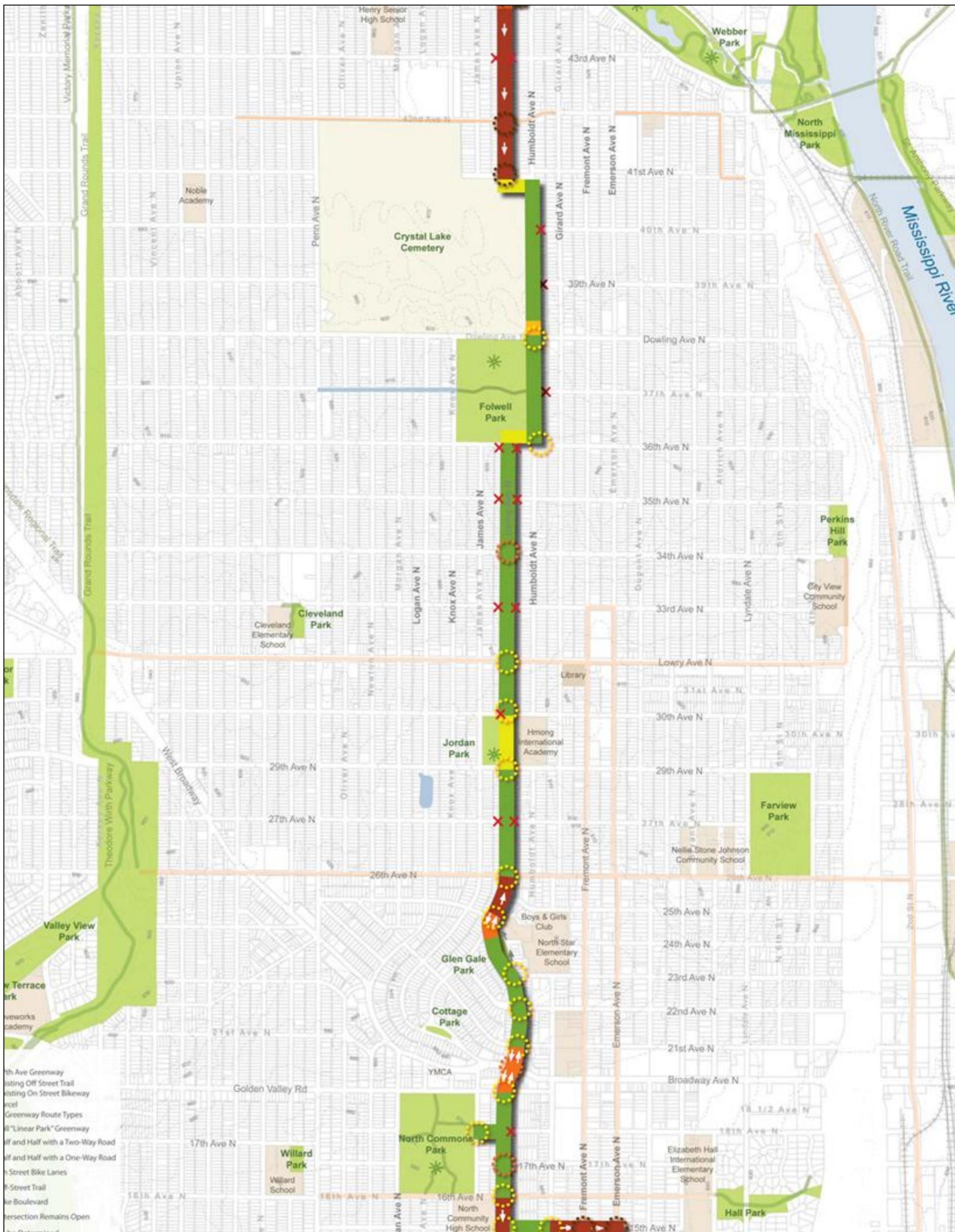
Table 6. Ideas for the greenway	
<p>Amenities</p> <ul style="list-style-type: none"> Painting and art along the greenway Zoning changes to encourage commercial development Nice Ride kiosks Call boxes for safety Basketball hoops Benches and gardens Signage and maps around and along the greenway 	<p>Design</p> <ul style="list-style-type: none"> Mid-block parking lots on vacant properties Separation between bike and pedestrian paths Bump outs to slow down traffic Specific changes to proposed route and intersection crossings

Part 3: Conclusions and next steps

The results of the greenway community engagement conducted in winter 2013 show that respondents support the proposed greenway route and designs. The majority of residents living along the route who participated in this process supports a greenway on their blocks, but residents also have many questions, concerns, and ideas that will need to be addressed in future planning work. As shown in Table 7, there are 518 non-vacant properties along the proposed route. About 76% of these properties are single-family homes. The 108 responses from people living directly on the route represent a significant but small number of the residents who would live on the greenway if it were built. More in depth community engagement will need to be conducted in order to reach residents who have not yet provided their input.

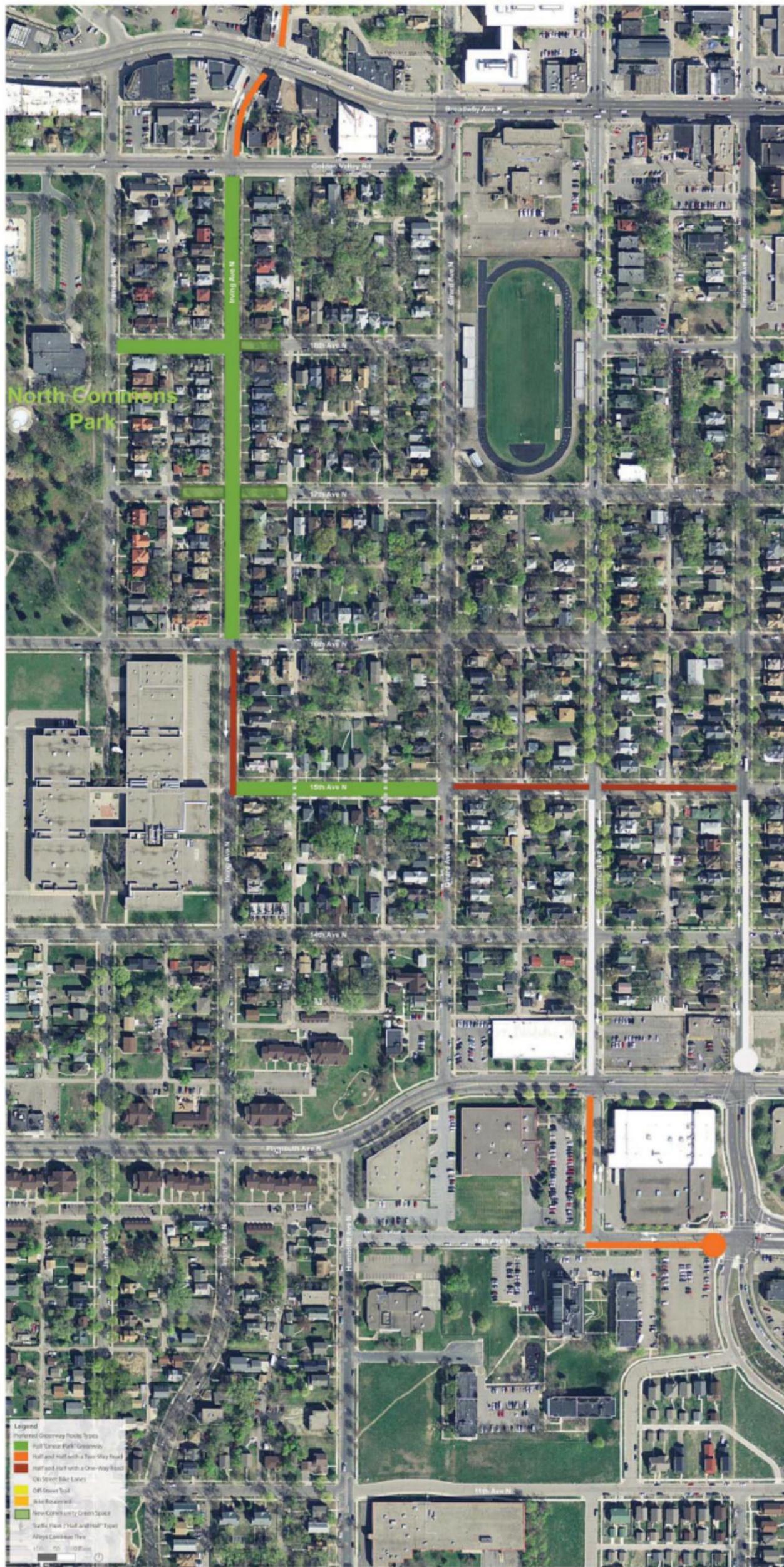
Table 7. Segment-specific property information				
Greenway Segment	Total number of properties	Vacant properties	Non-Vacant properties	% of Vacant properties
1: South of W. Broadway Ave	136	17	119	12.5
2: North of W. Broadway and south of 29th Ave. N.	131	22	109	16.8
3: North of 29th Ave N. and south of 36th Ave N.	142	10	132	7.0
4: North of 36th Ave N. and south of 41st Ave N.	78	7	71	9.0
5: North of 41st Ave N.	97	10	87	10.3
Overall greenway route	584	66	518	11.3

Next steps: The City received additional funding from the Blue Cross Center for Prevention in July 2013 to continue the greenway planning process. These funds, which will be available for three years, will be used to develop more detailed plans, including some analysis of the whole route and more detailed plans for smaller segments of the route. Funds will also be used to conduct more in-depth community engagement and gather input from a larger number of community residents. If the planning process indicates that a greenway could be successfully built and utilized, the City can use the plans developed through this process to seek funds to construct the greenway.



Appendix B: Aerial images of greenway route segments (images also available on the project website)

Segment 1: Greenway segment south of West Broadway Avenue



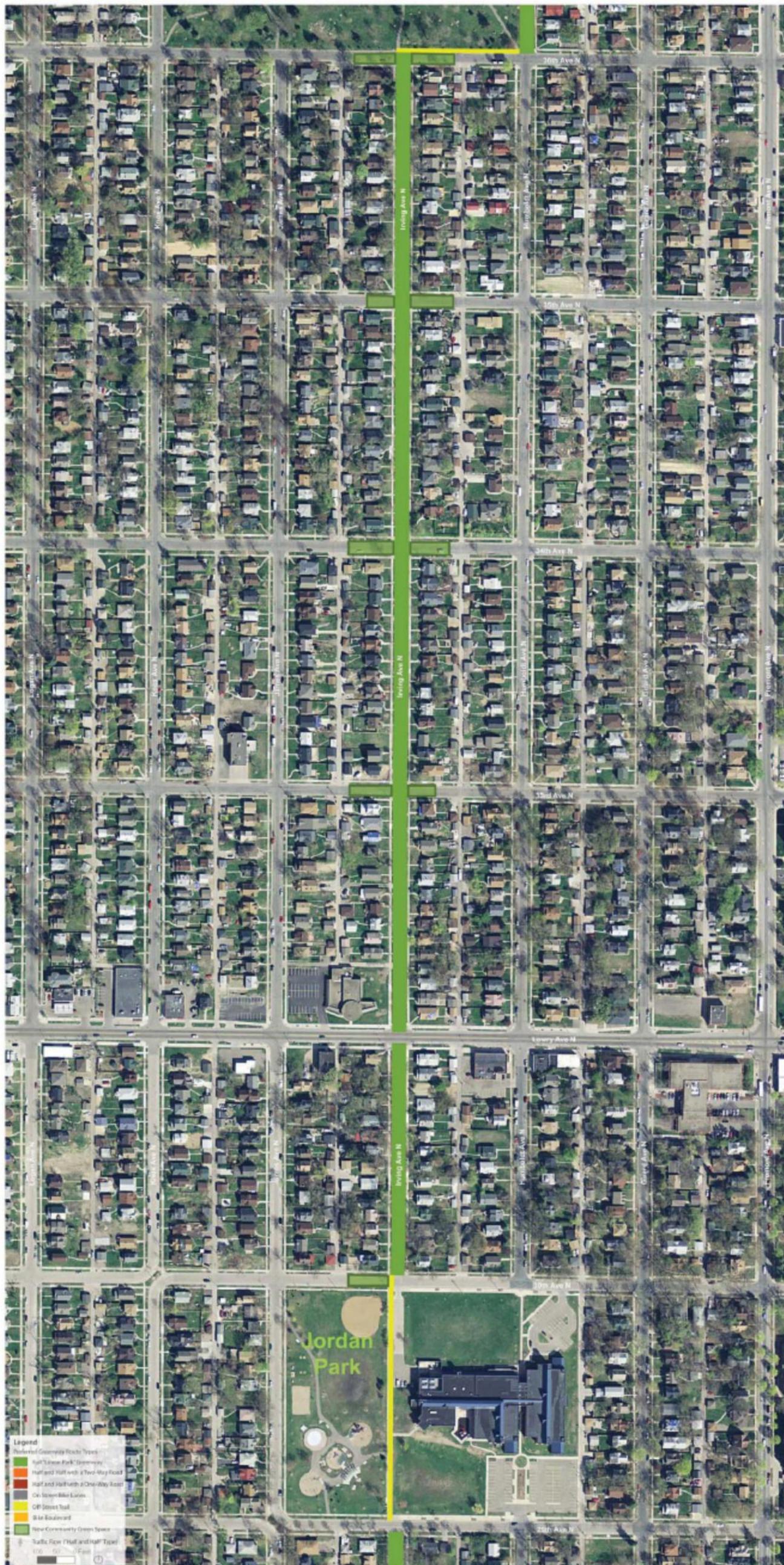
Enlarged Route Segment 1
NORTH MINNEAPOLIS GREENWAY

Segment 2: Greenway segment north of West Broadway Avenue and south of 29th Avenue North



Enlarged Route Segment 2
NORTH MINNEAPOLIS GREENWAY

Segment 3: Greenway segment north of 29th Avenue North and south of 36th Avenue North



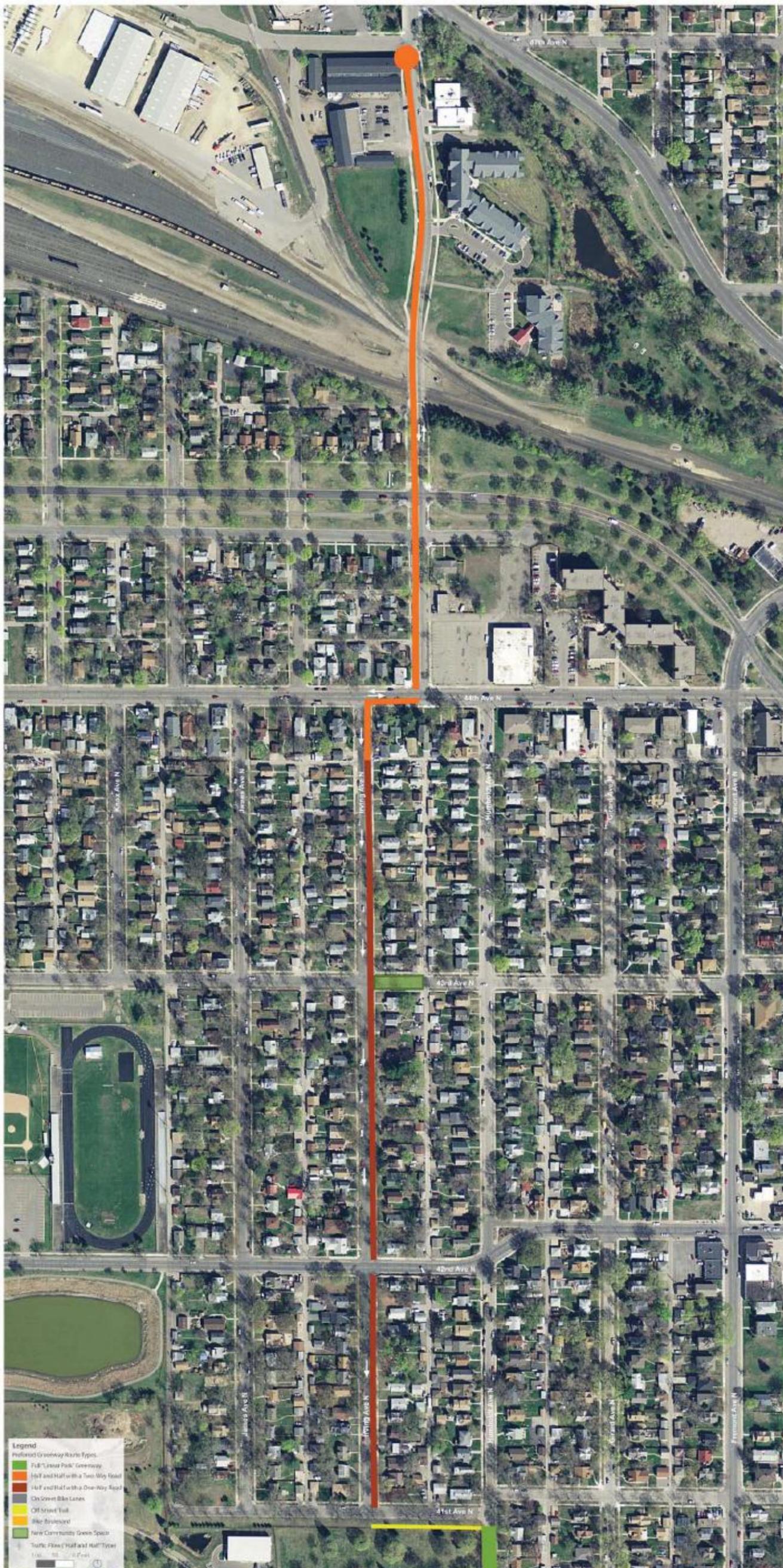
Enlarged Route Segment 3
NORTH MINNEAPOLIS GREENWAY

Segment 4: Greenway segment north of 36th Avenue North and south of 41st Avenue North



Enlarged Route Segment 4
NORTH MINNEAPOLIS GREENWAY

Segment 5: Greenway segment north of 41st Avenue North



Enlarged Route Segment 5

NORTH MINNEAPOLIS GREENWAY

Appendix C: North Minneapolis Greenway Community Input Survey, Winter 2013

DATA PRIVACY NOTICE

In this survey, we may ask for your street address, your name, and your email address. We collecting this private information to hear what people who live on different sections of the greenway route think about the greenway that may be built on their streets. We are collecting your names and email addresses so that we can contact you with additional information about the project in the future. You are not required to answer these questions and may skip any questions if you would like. Your responses to these questions will not affect your relationship with the City in any way. Staff working on the project at the Minneapolis Health Department will see your private data. The City will summarize all your survey answers into reports that do not reveal individual identities or private data. Answering these questions is one way to let the City know what you think of the greenway project.

1. To what extent do you support or oppose the route selected for the greenway? (choose one)

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

→ Are there specific segments you would recommend changing? If yes, describe.

2. To what extent do you support or oppose greenway types proposed for the greenway? (choose one)

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

→ Are there specific segments you would recommend changing? If yes, describe.

3. How likely would you be to use this greenway, with this preferred route and designs? (choose one)

- Completely likely
- Very likely
- Moderately likely
- Slightly likely
- Not at all likely

4. What do you like about the proposed greenway?

5. What are your concerns about the proposed greenway?

Currently, the City does not have funds to construct the greenway. If a greenway is constructed, the route will most likely be constructed in smaller segments over time. The length of segments would be determined by how much funding is available for construction.

6. In your opinion, which example segment(s) of the greenway would be the best place(s) to begin construction? Please select up to three (3) segments.

- The southernmost segment north of Plymouth Ave. N. and south of W. Broadway Ave.
- The segment north of W. Broadway Ave. and south of 26th Ave. N.
- The segment north of 26th Ave. N. and south of Lowry Ave. N.
- The segment north of Lowry Ave. N. and south of 36th Ave. N./Folwell Park
- The segment north of 36th Ave. N. and south of Dowling Ave. N.
- The segment north of Dowling Ave. N. and south of 41st Ave. N.
- The northernmost segment north of 41st Ave. N. and south of the Shingle Creek Trail/47th Ave. N.
- I don't have an opinion

7. Where do you live? (choose one)

- I live and/or own property directly on the preferred greenway route →
- I live within 1 block of the preferred greenway route
- I live within 4 blocks of the preferred greenway route
- I live elsewhere in North Minneapolis
- I live outside of North Minneapolis

COMPLETE QUESTIONS 8-12

SURVEY IS COMPLETE (Skip questions 8-12.)

-Questions below are for those who rent/own property on the greenway route ONLY-

8. What is your name?

9. What is your email address? (Leave blank if you don't have an email address.)

10. What is/are the address(es) of the property you own or rent on the greenway route?

11. Do you rent or own this property on the greenway route?

- Rent
- Own

12. To what extent do you support or oppose a greenway on your block?

- Strongly Support
- Support
- Neutral
- Oppose
- Strongly Oppose

Would you support a greenway on your block if it used a different design?

- Yes
- No

→ If yes, what greenway type(s)/design(s) would you prefer?

Appendix D: Support for greenway among residents who live along the route (by route segment)



Appendix E: Detailed summary of all comments received

Suggested route changes:

- Improve the greenway connections on the southern end:
 - Continue south to the Cedar Lake Trail on Irving or Knox
 - Continue the greenway into downtown (providing a more attractive option than a bike lane)
- At the southern end, continue south on Irving to Plymouth instead of cutting over to Emerson and Fremont; make Irving accessible to greenway users who would like to travel west on Plymouth (and connect to Wirth Park)
- Extend the northern end of the greenway to the City limits at 53rd Ave N
- Provide spurs/connections to other destinations:
 - Webber Park
 - Folwell Park
 - the river
 - Theodore Wirth trails/park
- Near Folwell Park, send the route through the park instead of on the street
- Move the greenway off of Humboldt for the 3900 and 4000 blocks
- Move the greenway off of Irving
- Cross Lowry at James instead of Irving (because this intersection has better sight lines)
- Move the route to Humboldt between Lowry and 36th (per respondents who live on Humboldt)
- Move greenway to Humboldt between 41st and 44th (more direct route; this street does not currently have boulevards)
- Start the greenway north of where the Emerson and Fremont bike lanes begin (greenway users could use Emerson and Fremont south of that)
- Some respondents prefer an east-west greenway to a north-south greenway
- Move the route to Girard south of 21st
- Stay on one street as much as possible
- Use James Ave in Tangletown
- Use Knox instead; use Knox on the south end of Folwell to cut down on traffic on this street

Suggested changes to greenway types/designs

- Use the linear park design as much as possible
- Use the half-and-half design, or other options that allow space for cars and parking
- Use a bike boulevard design
- Don't eliminate parking

- Close more intersections
- Keep most/all intersections open/prevent interruptions to the grid pattern (makes it more suburban)
- Don't create one-way streets
- Make the greenway a full linear park on Irving between 41st and 42nd (per residents of that street)
- Close the intersection at 17th and Irving if possible
- Use the half-and-half greenway type with one-way traffic on Humboldt between 36th and 41st
- Reconsider the intersection closure at 33rd and Irving, as this is a useful alternative to Lowry
- Use a half-and-half design on 15th between Irving and Girard to maintain more consistency

What respondents like about the proposed greenway:

- Would be fun
- Would be a safe way to bike and walk
- Provides increased park space, green space and beauty (especially after the tornado)
- Good space for kids and youth
- Connects many destinations, including parks, schools, and community centers
- Decreases or eliminates traffic along the route
- Encourages exercise and recreation; would be a convenient way to be active
- Would potentially increase home values
- Would draw visitors into north Minneapolis (unique amenity)
- Would change perceptions of north Minneapolis and create pride in the community
- Would attract new residents and families to the area and increase likelihood that homes would be purchased
- Would potentially decrease crime
- Would be quiet; no noise from car speakers
- Could build a sense of community and connections among neighbors
- Would provide a benefit to a great number of residents
- Would improve air quality
- Would encourage greater acceptance of bikers
- Would be used by residents to bike, walk, jog, walk dogs, commute to work, get kids to school
- Could revitalize the North Side and result in greater economic activity
- Would make north Minneapolis more equal with the rest of the City
- Better connects north Minneapolis to downtown and other parts of the City
- Provides a transportation alternative to north Minneapolis residents, many of whom do not have access to personal vehicles
- Might help get elderly people out and about, especially near senior housing

Concerns

- Crime, including loitering, vandalism, and robberies
- Personal safety for greenway users
- Safety and crime in alleyways behind the greenway
- Concerned about safety walking from parking lots at end of blocks to my home, especially at night; also concerned about vehicle break-ins in lots
- That there wouldn't be regular patrols by police on full greenway (or decreased police visibility)
- Loss of parking
- General concern about vehicle access to homes (especially homes in the middle of the block)
- Access to homes for people with disabilities and the elderly
- Maintenance of the greenway
 - Snow clearance
 - Landscaping
 - Cleaning/taking care of litter
- Alleyway maintenance (especially in areas where this would be the only vehicle access to homes)
 - Snow clearance
 - Improving the current (poor) condition of alleyways
- Extra traffic in alleyways; speeding in alleyways posing danger to residents, especially children
- Providing adequate lighting on the route and in alleyways
- Potential increase in property values leading to increased property taxes
- Cost of building the greenway; money could be spent elsewhere (schools, more police patrols)
- Assessments to homeowners
- Concern that homes on greenway would be more difficult to sell or rent
- Defining clearly where the greenway stops and where personal property begins
- Cost of modifications to parking in the back of homes (fixing garages, driveways, fences, etc.)
- Emergency vehicle access to homes (even though the trail would accommodate emergency vehicles)
- Increased traffic and parking on adjacent streets
- Cuts/segments north Minneapolis into two segments; closing intersections disrupts the grid and makes things more suburban, forces people to go out of their way; may add time to commutes
- Transitioning between one greenway type to another in a way that is safe for greenway users
- It will take too long to build this or it will never get built
- That the original plans will be "watered down"

- Safe crossings for greenway users at major streets
- Access for school busses
- Prefer no basketball hoops, no BBQs along the greenway
- People might park on private property behind homes
- Potential loss of trees
- No bathrooms available
- Not enough people would benefit from it
- South end of greenway would require cyclists to use streets to access downtown
- Reduced privacy of people who live on the greenway
- Possibility of gentrification
- How the greenway will affect local businesses
- High-speed cyclists could reduce the recreational/park-like feel of the greenway
- Many homeowners along the route wouldn't have the option to move if they wanted to (many are underwater on mortgages)
- Taxis may not be willing to do pick-ups in alleyways
- Concern that the greenway would not be well-utilized in winter months, or at all

Issues that need more exploration (from surveys and community meetings):

- Several houses at 22nd and Irving do not have alley access and would have no vehicle access to their homes if a full greenway were built.
- The one-ways in the Tangletown area may need to be reconsidered if a greenway is built.
- Take a more in depth look at intersection closures and how they will impact movement of traffic through the street grid; consider which intersections are open at Theodore Wirth Parkway.
- Assess and report how this project connects with other projects in the area like the 26th Ave greenway, the River First project, and some of the nearby park improvement projects
- Determine whether or not residents will be assessed for this project. Some residents are willing to pay small assessments, but most feel that assessments will be too large of a burden in a low-income neighborhood. Others feel that it is unfair to be assessed for something that would provide a benefit to the entire community, not just the residents on the greenway route.
- Study potential property tax impacts to residents along the route and short term ways to mitigate the impact of increased property taxes.
- Work with residents and the police department to find ways to ensure safety of residents and greenway users along the route.
- Important to get more diverse groups involved in this conversation (go through churches and schools especially).
- Vacant homes should be considered/addressed as part of this.
- Permit parking may be needed along/near the greenway route to ensure that residents along the route have a place to park.
- Businesses located on/near West Broadway will need to maintain parking, and this will need to be addressed in future plans.

Ideas for the greenway (many ideas recorded here would be outside the scope of a City construction project):

- Include bump outs along the section of the greenway between 42nd and 44th
- Convert the former grocery store site at 44th and Humboldt into a park; or open another grocery store at this site.
- Create an artistic entrance to welcome people to the greenway.
- Put maps and information about the greenway in the pocket park located at the southwest corner of Plymouth and Humboldt.
- At the most northern part of the greenway, the train tracks see many trains, some of which would stop traffic for a long time. Consider ways to get greenway users across the tracks (like a tunnel or a bridge).
- Consider changing James to a two-way street from Golden Valley south to 16th to help with traffic diverted off of Irving.
- If the greenway is built, consider removing the bike lanes on Emerson and Fremont and opening up more lanes of traffic on those streets.
- Make sure that the greenway had good signage directing people to destinations in the area and to nearby trails – this should help increase the use of the greenway.
- Name, brand, and market the greenway so that it is well-known and well-used.
- Ensure that construction contracts should include hiring of local residents and/or minority-owned contractors.
- Don't make cyclists stop at the bottom of hills, if possible.
- Engage/work with police to find ways to increase greenway surveillance and safety; consider police bike patrols
- Replicate the greenway model in other parts of Minneapolis
- Do more outreach and engagement of residents, especially African American residents
- Conduct a safety information/promotion campaign for cars and for greenway users
- Consider commercial zoning in some places along the route to increase economic activity
- Include benches, community gardens, and call boxes (for safety) along the route
- Consider getting information from people who live along the Midtown Greenway to see how it's impacted the surrounding neighborhoods
- Keep bike and pedestrian traffic separated as much as possible
- Consider some sort of matching funds program for people to make improvements to garages, driveways, etc. along the alleyways
- Consider conducting a study on the environmental impacts of the greenway
- Consider prioritizing building of the greenway in areas that experience regular flooding
- Consider using vacant lots or lots with foreclosed housing for mid-block parking lots in the full greenway
- Help facilitate commercial development along the greenway (e.g., stores, bike shops)
- Put Nice Ride kiosks along the greenway route; basketball hoops
- Put paintings, art along the greenway
- Consider turning Illion into a two-way street

Appendix F: Neighborhood meetings – participant questions and comments

North Minneapolis Greenway Meeting #1 (Greenway segment north of 30th Ave. N. and south of 36th Ave. N.) North Regional Library, 1/22/13 Comments Received and Q&A

Answers to some of the questions asked at the meeting:

- What is the timeline for this project? Is 7-9 years optimistic?
 - The greenway project does not have a definite timeline at this point, and there is currently no funding available to build it. As a comparison, the Midtown Greenway in south Minneapolis took approximately 17 years to build from start to finish.
- How would guests/residents park in designated lots at intersections? How do permits work for guests of residents?
 - For some intersections that are partially closed, there will be room to create small parking lots at the ends of the blocks, similar to what has been done on Milwaukee Avenue in south Minneapolis. The parking lots adjacent to Milwaukee Avenue require cars to have permits to park there. This may be possible in north Minneapolis as well, but it is yet to be determined.
- What will lighting look like on the greenway?
 - The greenway plans are not yet detailed enough to include lighting; however, many residents have shared input that lighting will be an important part of the greenway. Lighting will be looked at more carefully when more detailed plans are developed.
- Will current sidewalks stay intact?
 - For the most part, yes, the proposal would keep sidewalks intact. The exception is for sections of the greenway using the half-and-half design. For half-and-half sections with one-way traffic, there are two design options – one would maintain sidewalks on both sides of the road, and the other would replace the sidewalk on one side of the road with a wider multi-use trail. Half-and-half sections with two-way traffic would most likely require replacing the sidewalk on one side of the road with a wider multi-use trail.
- How many intersections will be closed off?
 - The current proposal would close nine intersections completely to traffic (see the red x's on the map). Fifteen intersections would close to traffic on one or two legs of the intersection (see the yellow dotted circles on the map - for example, at the intersection of Lowry and Irving, Lowry Avenue would remain open to traffic, and cars could travel through the intersection on Lowry; however, Irving Avenue would be closed to traffic). The remaining intersections would remain fully open.) Note that proposed intersection closures may change as future plans are developed.

Notes from small group discussions:

Small groups were asked to comment on the following:

What input do you have about this segment of the greenway?

*Input on Proposed greenway types

Like/potential benefits

Questions

Concerns

*Input on preferred route

Like/potential benefits

Questions

Concerns

What input do you have about the greenway overall?

Group 1:

Pros:

- Like the idea that they don't have to drive to a trail or park – greenway would make activity more convenient
- Hard to get to Theo Wirth/grand rounds, so this would help open up access
- Would enhance this part of the city; vital part of development
- Seems safe, kids would use it
- Some have had other experiences where regular streets have been problematic for crime, so a greenway seems like it would reduce criminal activity (police would drive on greenway if they needed to)
- Helps bring equality to Northside
- Families might (eventually) access parks more often (first users will likely be bike commuters)
- May help increase pockets of social interaction
- Would rather live on greenway than LRT path
- Like that the route goes up and over to the river easily (ties in to new development along river)
- Group was generally supportive of some sort of greenway as long as certain concerns are addressed
- Might be interesting to talk to people who live on Midtown Greenway to see how it's impacted the neighborhood.

Cons/Concerns:

- Parking for residents/accessing homes with cars: alleys getting plowed sufficiently, alleys seem small, a lot of people park in the front of their house; garages seem small, older, hard to access and safely utilize. Low confidence by one person to make sure that the City puts the needed resources in to the project to address the concerns. Has the project team researched how many people wouldn't have a place to park vs. how many who would? If he knew this issue was addressed, he would feel more comfortable.
 - This seemed to be the biggest issue/concern with the group

- Crime could potentially increase – e.g. when Lowry closed, one group member noticed an increase in gang activity (gang members would escape from cops who couldn't follow in cars); seems like increased police patrol wouldn't be realistic. Concerned about more people in area having access to property
- Bike blvd doesn't seem like it would be worth it
- Success of Midtown Greenway (high speed bikers), could create problem if this happens in North and the traffic gets heavy as opposed to more recreational (likes the idea of living by a low-key park like area, not a bike highway)
- Homeowners in this area can't just leave if they are unhappy (many are underwater on their homes and can't sell)
- Would need to have good lighting for people to feel safe
- Unless someone is shooting, police won't respond to potential violence – would be helpful to have meetings with police to brainstorm ideas for how to reduce crime (cameras, more patrol, etc.)
- Important to get more diverse groups involved in this conversation (go through churches and schools especially)

Additional Comments:

- Snow plowing in alleys would be very important
- Milwaukee Ave. residents purchased/rented knowing that the street was closed to car traffic – wouldn't be the same for North Minneapolis

Group 2:

Pros:

- Great idea – add value to those properties. I would want to live on one – would rather have no traffic on the route.
- This might get elderly people out & about, especially near the senior housing at the north end of the greenway.

Cons/Concerns:

- Parking for visitors and people w/disabilities; what to do for people w/handicap stalls. Parking is biggest obstacle to this.
- Lighting is really important.
- Assessments – big concern. There were no assessments for the 37th Ave. N. greenway.
- Concern about traffic in alleyways, speed of traffic. Speed bumps, signs could be a way to deal with this.
- Alley improvements would be essential.
- Humboldt in need of more repair than Irving.
- Vacant homes need to be addressed.

Additional Comments:

- 37th greenway has no street signs – this should be fixed.
- Consider putting in an overpass over railroad tracks at northern end.

Group 3:**Pros:**

- Positive of half & half – some access reasons – interest in traffic reduction
- Trash issue – I think there'd be far less
- Boys (kids) a place to play
- Your kids would love that bike trail
- Advantage of diversion
- Big draw for future residents
- Bring more amenities to North Mpls – huge step forward
- Benefits of biking to schools

Cons/Concerns:

- This idea is offensive
- Alley plowing
- Lighting
- Concern re: economic development
- Paramedics – concern about tree limbs
- Concern – only going out front door
- Cab & family pick-ups
- Guests – guest parking
- Parking – not necessarily an issue
- If you want to ride your bike, go where it's already provided
- Question about wheelchair access
- Issue for front door – out of alley
- Fire trucks can't fit in alley
- Maintenance – upkeep. Don't make whole greenway look like Folwell.
- Our homes were built for access to the front.
- Reducing speed for traffic
- Lighting – a big key
- Question of funding – I'd prefer more
- Concern of expense
- Concern of police – patrols on bikes

- Belief that ½ & ½ would have more police patrol
- Handicapped parking – setting aside special parking
- Question about permit-only parking system. Suggestions: 2-hour parking, or by permit.
- Assessments – big deal
- Taxes – figure out how to control
- Single car garage
- T-alley by the funeral home
- Improving access to alley
- Furniture/deliveries all go through front door

Additional comments:

- Big change for homeowners
- Permits would be helpful. Suggestion – PODS as precedent
- Provide funding for mitigations – e.g., handicap accessibility
- Resident discount on storm water drainage

North Minneapolis Greenway Meeting #2 (segment south of West Broadway)

North Commons Park, 1/24/13

Q&A and Comments Received

Answers to some questions asked at the meeting:

- You collected input on this project in the fall of 2012. Of the 452 survey respondents in the fall, how many lived in north Minneapolis? What's the difference in support between people living and not living on the routes?
 - At least 240 of the respondents (53%) reported living in north Minneapolis. 111 respondents (25%) reported living directly on one of the proposed greenway routes. Of those living directly on a route option (and who completed an online survey), 59% preferred the full linear park design, 32% preferred the half-and-half design, and 7% preferred the bike boulevard. Overall, among online survey respondents (regardless of where they lived), 71% preferred the linear park design, 19% preferred the half-and-half design, and 6% preferred the bike boulevard design. A full report summarizing the results of the Fall 2012 community engagement is available on the project website at www.minneapolismn.gov/health/living/northminneapolisgreenway (scroll down to the first bullet point under 'Accomplishments and Results').
- If you live on a full linear park greenway, how do you access your home (with a vehicle)?
 - Residents living on a full linear park greenway will maintain vehicle access to their homes through the alleyway. They will be able to access the front of their homes via walking and bicycling.
- How did you identify the three route options that were presented to the community in fall 2012?
 - A north-south greenway route through the center of north Minneapolis was suggested by Twin Cities Greenways. The City agreed that this corridor would provide both recreational and commuting options for residents. The City worked with its consultant on the project (SRF Consulting) to identify three potential routes. All three routes are near to or on a route in the Minneapolis Bicycle Master Plan Map that is identified as a 'bike boulevard/long-term greenway'.
- What about moving trucks, delivery trucks accessing the front of homes?
 - One possible solution to this would be for the City to develop a permit process for residents to drive on a full linear park greenway for short periods of time for things like moving.
- What's going on with the Emerson planning? What's the difference between a greenway and the Emerson Fremont parkway?
 - We are not aware of any current plans to convert Emerson or Fremont into parkways. Bike lanes were recently added on Emerson and Fremont, and part of Emerson is becoming a bicycle boulevard. Information about the bicycle projects on Emerson and Fremont can be found online here: www.minneapolismn.gov/bicycles/projects/Emerson-Fremont-Ave-N.
- Would bike lanes be taken off Emerson and Fremont, if this goes forward?
 - Removing bicycle lanes on Emerson/Fremont is not currently part of the greenway plans.
- Who will maintain the greenway? The City? The State?

- As greenway plans are further developed, the City will work with its partners to determine how it will be maintained. Other trails in the City are maintained by the City and by the Minneapolis Park and Recreation Board. Although the State is funding the current greenway planning process, the State will not be responsible for maintaining the greenway.
- Why was north Minneapolis selected for the greenway?
 - The community engagement work conducted in 2011 (prior to the current planning process) indicated that there was community interest in having a greenway in north Minneapolis. The health department chose north Minneapolis because residents in this area of the City have higher rates of chronic diseases and lower rates of physical activity compared to other parts of the City. This is in part because residents have less access to physical activity opportunities, and the greenway would provide more access for residents. In its comprehensive plan, the Park Board has also identified a large part of north Minneapolis as having service gaps, and a greenway would bring more park-like space to this part of the City.

Comments from Q&A section of the meeting:

- Consider developing a voucher process for moving trucks and deliveries like they do for trash collection.
- The greenway on 37th Ave. N. near Folwell Park is very pretty; people who live there like it.
- Consider going straight south on Irving down into the Harrison Neighborhood to connect to Bryn Mawr; go down Knox to connect to the Cedar Lake Trail and south Minneapolis.

Notes from small group discussions:

Small groups were asked to comment on the following:

What input do you have about this segment of the greenway?

*Input on Proposed greenway types

Like/potential benefits

Questions

Concerns

*Input on preferred route

Like/potential benefits

Questions

Concerns

What input do you have about the greenway overall?

Group 1:

Pros:

- Like idea of full linear park in front of my house. Would be a dream to me. We do need and deserve more green space and bike paths. Would be worth it to me to fix my garage, etc. Would like to take my kids outside to bike. It's a great idea.

- I like the dedicated bike path.
- This is a big change – w/deliveries, etc. Potential disruptions would be worth it. Would be a lot of fun to live on this.

Cons:

- Concerned about the crime. It's already so bad and it's even worse north of us. Would you really ride your bike in the "bad areas"?

Additional comments/concerns/questions:

- Agree with comments received in the fall community engagement about bike boulevards. When biking, they don't feel much different than a regular street.
- What will happen to the existing sidewalks? *Answer: in the full linear park greenway, both sidewalks would remain as is. For the half-and-half with one-way traffic, there are two design options. One would maintain both sidewalks, and the other would replace the sidewalks on one side of the street with a wider multi-use trail.*
- What about snow removal? *Answer: Residents will likely remain responsible for snow removal on sidewalks. The responsibility for snow removal on the trail has not yet been determined, but would likely not be the responsibility of residents.*
- Be aware of how much Irving is used for pedestrian traffic already.
- Is there any plan to change the lighting? Do street lights stay? Would there be decorative lighting? Would light stay lit all night? *Answer: Only a high level concept plan has been developed at this point, and lighting hasn't been included in the planning process yet. Many people have commented that lighting will be important, and we've made a note of that for the next stage of planning.*
- Makes sense to leave 17th open because most people come home from East.
- Doesn't seem like terminus is fully developed. I appreciate the Van White trails connection. It's appropriate, but if trying to bypass downtown & get to south Minneapolis, need a different option. Go down Knox to Cedar Lake Trail. Important to me and others (to bypass downtown).
- Think need sidewalks on both sides. Don't want people walking down the middle of the trail. Need to separate bike & pedestrian traffic.
- Could people plant flowers in their blvd. or would they become part of it & mowed by city? *Answer: That's too be determined, as plans are further developed beyond a concept level.*
- Questions about the parking lot idea. Do you need permits? *Answer: That's to be determined; Milwaukee Ave. lots have permit parking, but those residents don't have alleyways or garages.*
- Would city do better job maintaining the alleyways? *A: Many people have commented that better alleyway maintenance is important, and we're aware of this concern and suggestion.*
- Should be on table – take bike lanes off Emerson & Fremont – might change support for this project because traffic is now much slower after bike lanes added.
- Fear issues: I take my kids to the backyard now. But if there was a park in front of my street, I would definitely go out there.

Group 2:

Pros:

- Like idea of a greenway – like idea of more garden

- Like traffic calming
- Like idea of stormwater gardens
- Access for one resident is easier
- Good potential here
- I'm a real estate broker – it's hard to imagine anything but value increase
- The idea of no more parking on my street, and no more night-time parties out of cars would be great.
- Stormwater treatment could be helpful.
- Big plus – kids playing in front of houses
- I'm in favor conceptually
- We're strongly in favor of whole thing, seeing pictures is really helpful.

Cons:

- Visitor access is a concern
- Access to homes easier and more practical from front
- Walking around house – concern about safety with ice without garage
- Situation for elderly and access is a concern
- Parking

Additional comments/concerns/questions:

- Idea of voucher – call-in voucher to allow driving on greenway
- Why not take the greenway all the way to Harrison Park
- Really like 37th Ave greenway – really nice
- Concern about promptness of plowing the trail
- Concern about plowing in alley
- Alley lighting would be more important
- Lighting along alley, on sidewalks
- Garages not always in good condition
- Milwaukee Ave. – everyone pays a fee to have the sidewalks shoveled – via homeowners association
- We have older people, so organized sidewalk clearing could be a big positive. Linear homeowners association can be a great deal.
- This would be a good place for matching funds program.
- If a moving truck comes to a parkway – they apply for a permit (which agency?) *Answer: this is to-be-determined.*
- On our block a lot of people already use their back doors, but we use our front doors.
- We get a lot of school bus traffic, which rumbles our house
- It would be hard for a homeowner to say they didn't want the full greenway
- Having the tax cap or equalizer to neighboring blocks would be good

- Also like the idea of a matching fund
- Between Golden Valley & 17th, maybe you could do diagonal parking along James, next to North Commons Park. The streets around the park do get parked pretty full when there are big events.
- Would street name be changed? *Answer: Street name changes haven't been considered as part of the current planning.*
- Not sure – w/out traffic would there be more or less crime?
- They wouldn't be able to steal big things, if they have to carry stuff down the block
- The more good people you have on the street, the less crime
- Our streets are plowed last, because they end at the park
- How would plows work on difficult-to-reach sections? *Answer: That's to be determined - we haven't looked at this level of detail yet.*
- Please don't install basketball courts – that would be problematic
- I researched all the other countries and cities and I couldn't find one

North Minneapolis Greenway Meeting #3 (segment between West Broadway and 29th Ave. N.)

North Commons Park, 1/29/13

Q&A and Comments Received

Answers to some questions asked at the meeting:

- Has any kind of environmental impact study done for this project? This could tie into flood mitigation potential.
 - No, only conceptual plans for the greenway have been developed at this point, and no environmental impact study has been conducted. A linear park greenway would have flood mitigation potential if built.
- What is going to happen to our home values? Can a financial impact study be done to determine how property values would change?
 - We do not know what will happen to property values along the greenway route; however it is possible that property values will increase. Construction of the Midtown Greenway in south Minneapolis resulted in substantial investment and development along the route. Financial impact studies are not part of the current planning process but could potentially be incorporated in to future planning work.
- Will there be crime studies? Will there be people wandering in our yards?
 - It is not possible to know what will happen to crime rates at this time. Some residents feel that the greenway would reduce crime because there would be less car traffic and more eyes on the street, while others feel that the greenway would result in an increase in crime. One meeting attendee said that residents living off of the 37th Ave. greenway (near Folwell Park) found that crime rates were lower after the greenway was built. In the full linear park greenway option, the sidewalks would stay intact and serve as an indication of where residents' properties begin and where public space ends. Resident concerns and ideas about crime prevention will likely be an important part of any future planning processes.
- Are these plans tied in to sewage treatment mechanisms (tunnels, overflow, etc.)?
 - The current plans are conceptual and do not include details like sewers and utilities; however, these details will be considered and included in future plans.
- Would the first constructed sections be ones prone to flooding (seems like these sections would be a high priority for saving the City money and helping with an existing problem)?
 - Many factors will be considered when the decision is made about which sections of the greenway to construct first. Flooding mitigation is one potential criterion the City could use when considering priorities for greenway construction.
- The new Minneapolis Public School headquarters is located very close by – what about parking during events there?
 - Visitors to the MPS headquarters would park on adjacent streets.
- Can the Greenway go down the west end of Glen Gale Park instead, with parking on the east side of the street?
 - In the current plans, the greenway does travel down the west end of Glen Gale Park.
- There have been about 3 Habitat for Humanity houses built recently on 22nd/Irving – how will they access their garages since they don't

have alley access?

- The City will need to take a closer look at these properties in the next planning stage
- Do you have images of the half-and-half options (more detail)? It is hard to visualize.
 - Yes, the consultant the City has been working with has developed some initial cross section designs for a few different half-and-half design options. These cross sections will be emailed out to the group after the meeting.
- Some of his neighbors have garages that are not in good shape and people are low-income. Will people get abatements to help with this?
 - Abatements have not been considered as part of the conceptual plans, but we've made note of the community desire for this (either from City or other sources).
- If there are blocks where the proposal just doesn't work, can the City at least consider putting in roundabouts/traffic circles?
 - If these streets remain part of the greenway route and the half-and-half or full linear park greenway are not feasible, it is possible that those streets would become bike boulevards, which would include features to slow traffic (such as traffic circles).
- Of initial survey respondents [for the Fall 2012 surveys], how many people lived on Irving? Can they get a breakdown of how people voted vs. where they live?
 - The Fall 2012 community surveys collected input from community residents, but did not include a voting component. The City did not collect respondents' street addresses. At least 240 of the respondents (53%) reported living in north Minneapolis. 111 respondents (25%) reported living directly on one of the proposed greenway routes. Of those living directly on a route option (and who completed an online survey), 59% preferred the full linear park design, 32% preferred the half-and-half design, and 7% preferred the bike boulevard. Overall, among online survey respondents (regardless of where they lived), 71% preferred the linear park design, 19% preferred the half-and-half design, and 6% preferred the bike boulevard design. A full report summarizing the results of the Fall 2012 community engagement is available on the project website at www.minneapolismn.gov/health/living/northminneapolisgreenway (scroll down to the first bullet point under 'Accomplishments and Results').
- If this proposal moves forward, will there be additional community meetings and opportunity for input?
 - Yes, additional planning work will include additional community engagement and opportunities for community members to provide input.
- Would there be changes to one-way streets in area?
 - Potentially, since the greenway would impact the way traffic flows through this area. This will be part of additional, more detailed planning work.
- Would you consider alleyway speed bumps?
 - Future planning processes will take a more careful look at alleyway design as necessary.

Group input

The whole group was asked to comment on the following:

What input do you have about this segment of the greenway?

*Input on Proposed greenway types

Like/potential benefits

Questions

Concerns

*Input on preferred route

Like/potential benefits

Questions

Concerns

What input do you have about the greenway overall?

Pros:

- Reducing traffic will make things safer and less congested with “boom cars” and school buses
- This is a brilliant idea and will make our neighborhood safer.
- As a bike commuter, I never use the parkway, because it’s out of my way. I would love this.

Cons/Concerns:

- This proposal would add 10 minutes to my commute.
- Concern about city maintenance & plowing in alley. Alleys would need to be cleared very well if people are expected to use them extensively.
- Parking – did not like parking lot at intersections idea (concerned about break-ins to his vehicle). Concerned about having to walk outside late at night or in inclement weather if their parking is at the end of the block. Concern about safety of vehicles parked in intersection lots. (I live near 23rd & Irving) Safety perspective – walking from parking lot to home is a concern.
- Concerns about alleyway access:
 - People will stop and park their cars, blocking our alleyways. It can take 2.5 hours to get the police to deal with it.
 - Strangers park in my back yard (beyond the fence) & city tells me that’s my problem.
 - Alleyways are not large enough for delivery trucks or moving vehicles.

Additional comments/concerns/questions:

- On the greenway near West Broadway, there are some businesses that may have some parking needs that will need to be considered (e.g., Dimensions Hair Salon, the new business going into the former Butter Bakery site). They may need on-street parking, or the City could purchase dilapidated 4-plex behind Dimensions and could convert it into parking.
- To help alleviate safety issues, the City will need to think about lighting and about putting in call boxes.
- Comment on Glen Gale Park & Tangletown area – going down west end of Glen Gale is better than eastside.

- James Ave next to North Commons Park - consider making James a two-way street to accommodate park. Consider eliminating parking on one side of James as well.
- Need to resolve issues around deliveries, moving trucks, etc.
- Might want to engage Postal Service in the feedback process
- Some of the alleys in this area are one-way (between 26th and 28th)
- Rain on the 2600 block of Irving causes flooding on street and alleys – this project should look at flood mitigation.
- Encourage City Council members (or their reps) to attend these types of meetings.
- A lot of it comes down to money; don't do assessments.
- Look into using County funding - they may have additional funds for a project like this.
- Right now there are too many unanswered questions for me to decide
- It would be helpful if the plans are announced as far in advance as possible so that people have time to plan, rearrange fences as necessary, etc.

North Minneapolis Greenway Meeting #4 (segment north of 36th Ave. N. and south of 41st Ave. N.)

Folwell Park, 1/31/13

Comments Received and Q&A

Answers to some of the questions asked at the meeting:

- **What is plowing plan? A lot of snow is plowed & stored in this area.**
 - The greenway would be plowed, likely by the City. Any snow storage issues will be considered once more detailed plans are developed.
- **Why not connect to Webber Park?**
 - The preferred route was selected in part based on resident input that indicated a preference for a more direct route. The greenway connects to the Shingle Creek Trail at the north end, which can be taken to Webber Park. Some people have provided input that a better connection to Webber Park should be made.
- **What's the parking for people living on the route or mid-block? What about guest parking?**
 - Residents and guests would be able to access the alleyways and park behind homes. Parking would also be available in the parking lots located at the ends of some blocks or on adjacent streets.
- **What about individual assessments?**
 - Assessments are one tool that the City uses to fund its street projects. We do not know at this time whether property owners along the route will be assessed if the greenway is constructed. This will in part depend on community input and on funding options available for construction.
- **What about adding lighting next to the cemetery – it's very dark right now.**
 - Lighting will be considered when more detailed plans are developed. Many residents have indicated that lighting is important for them.
- **I don't like what happens in alleys-would there be increased security or lighting in alleys?**
 - Plans for the alleyways will be considered when more detailed plans are developed.
- **Is there any data to suggest this will decrease crime?**
 - It is not possible to know what will happen to crime rates at this time. Some residents feel that the greenway would reduce crime because there would be less car traffic and more eyes on the street, while others feel that the greenway would result in an increase in crime.
- **What about privacy in front of home, will people hang out in our yards?**
 - In the full linear park greenway design, existing sidewalks would remain in place and would serve as an indication of where residents' property begins and where the public space ends.
- **I'm planning to sell in 2014 – when will more be known?**

- The City is currently seeking funds to further develop greenway plans. There is no exact timeline for finalizing plans or constructing the greenway, although construction would likely not begin for a few years.
- **From October to March-April, people don't walk or bike, so why build this?**
 - Data collected by Bike Walk Twin Cities, a program of Transit for Livable Communities, indicate that 19% of cyclists continue to bike in the winter, and 74% of walkers continue to walk in the winter.
- **Full linear: How wide is the path?**
 - The path is planned to be 12 feet wide.
- **Does the linear park greenway completely ban motor vehicles?**
 - For the most part, yes, vehicles would be prohibited from driving on a linear park greenway, with some limited exceptions (e.g., emergency vehicles, potentially vehicles with special permits, like moving trucks)
- **Where would the off-street trail near 41st Ave. go?**
 - The trail would be located just south of 41st St and would run parallel to the street.
- **What's in place to stop cars from driving down the greenway?**
 - This will be part of the detailed plans, which will include things like signage and other design features to deter vehicles from driving on the greenway.

Input from the full group:

- I don't want any part of this
- Big concern = safety in the alleys; have seen murders & other crime in my alley
- Keeping cars on the road helps me feel safe – “eyes on the road”
- Like this because it will provide an amenity that people will like
- The cemetery owners should be engaged in this
- I don't think people will use the greenway

Notes from small group discussions:

Small groups were asked to comment on the following:

What input do you have about this segment of the greenway?

*Input on Proposed greenway types

Like/potential benefits

Questions

Concerns

*Input on preferred route

Like/potential benefits

Questions

Concerns

What input do you have about the greenway overall?

Group 1:

Concerns:

- Concerned about resident parking along Folwell Park
- Concerns about guest parking
- Concerns about “hoodlums” that patrol the alleyways
- Concern about break-ins on block
- Concern about theft of cemetery fence aluminum
- There is not enough space to park
- Concern about tennis shoes & gang signs on cemetery fence
- Concern about parking for the high rise

Other input and comments:

- Alley upgrade would be important
- We have Victory Drive, which could be used instead.
- Last year there was maintenance in alley, with tar.
- Strongly against not being able to park in front of house especially for guests
- Dupont or Emerson would be better route for bathroom break
- Humboldt Greenway development project isn't complete
- I put my bikes in my truck and bike in Coon Rapids
- It would be a good idea for squad cars to patrol the greenway
- Assessments – don't do them
- Will fences be impacted? *There is currently no plan to impact existing fences*
- I've talked to some people who want it a block away instead of on our street
- We wouldn't want any new businesses in the area
- We've wanted a grocery store at old Kowalski site
- I just need more information before I make up my mind

Group 2:

Concerns:

- Concern about getting deliveries and moving

- Concern about parking in front of homes for holidays, etc. – walking to get to homes.
- There are two blocks here with 20+ cars that need to park
- School buses – where will they go? *School buses would use adjacent streets.*
- After heavy snows, I like to park in front of my house first. I wouldn't be able to do this.
- We don't know in the long run if it will bring benefits to the neighborhood

Other input/comments:

- You need to have a meeting on a Saturday for the 26th and Irving area
- Jump over 1 block to Girard and use the half-and-half or bike boulevard design.
- Alleyways would need to improve
- Make it be something that is good and worthwhile – if money goes to it, make worthwhile so that it improves the neighborhood
- When the storm pond [off of 41st Ave) went in people were afraid of it being crime-ridden, decrease crime values – but the opposite has happened. People really like to use it.
- Don't mind because it's not on my street, would be a nice place to walk any day
- Won't mind cars being off my street – it's becoming a speedway.
- Design of half-and-half is more appropriate for this part of the city, especially with concerns of crime to safety. A few tweaks & this would be a great idea.

Group 3:

Comments/input:

- I prefer the linear. It's a wonderful plan.
- Love idea. Don't feel like I'll live through it.
- Need to look long-term. This will draw families to the neighborhood.
- I like full because I have so many people who park in front of my house and smoke dope.
- Wonderful idea if we lived in a different neighborhood. Would people feel better but have to consider what impact it will have on people in this neighborhood (because of crime); how to deal with the terror in your back alley.
- Main thing is to increase security in the alley. Need more cameras, lighting, and alleyscape.
- Every block could have a well-lit parking lot in the middle of the block – tear down foreclosed/vacant lot.
- Half-and-half is more palatable because of the parking. Prefer the half-and-half with parking
- Would there be subsidized funding for fencing, etc.?
- Initially favor full but it poses challenges. Increased vulnerability in the alley – especially for women.
- Some people on Humboldt (on park) have garages that open on house-side/with driveways. Only house on block w/driveway. Need subsidized help.

- We want a lot of trees – will we have them? *The full linear park design would not eliminate trees and could potentially provide space for more trees to be planted.*
- Really think the city should reconsider the driving strip between 41st & 44th. Use Humboldt instead because there's no boulevard on Humboldt, and this would add beautification to this block. This strip of driving is actually pretty. Has nice trees.

North Minneapolis Greenway Meeting #5 (segment north of 41st Ave. N.)

Folwell Park, 2/5/13

Comments Received and Q&A

Answers to some of the questions asked at the meeting:

- On the greenway map, some sections are designated as an 'off-street trail'. What does this mean?
 - For these sections of the greenway, the trail would be located in space off of the street, where either a new trail would be built (e.g., Folwell Park, 41st Ave. N.) or an existing trail would be used (e.g., Jordan Park). Generally, the adjacent street would remain the same as it is today; although some intersections may still be closed.
- Where will the trail go for the half-and-half option? Where and in what situations would existing trees be taken out?
 - The street would essentially be divided into three sections – one for traffic, one for parking, and one for the trail. In the section of the greenway from 44th Ave N to 41st Ave N, the trail would be located on the east side of the street. Parking would be adjacent to the trail, and traffic would be on the west side of the street (which would be a one-way heading south). Right now, there are a couple of different design options for the half-and-half greenway with one-way traffic. One design option would provide a lot of additional green space and more of a buffer between cars and the trail, but this option would also remove the sidewalk from one side of the street and require the existing boulevard trees on one side of the street to be cut down (and replaced with newly planted trees). The other design option would put the bikes in a buffered trail very close to the street and car traffic – this option would not do as much to increase green space, but it would also mean that the sidewalk would be retained and no boulevard trees would be cut down.
- Who maintains the trail in the winter time? Is the home owner supposed to go outside and shovel the trails?
 - No, it is not likely that homeowners would maintain the trail. As greenway plans are further developed, the City will work with its partners to determine how it will be maintained. Other trails in the City are maintained by the City and by the Minneapolis Park and Recreation Board.
- For the half-and-half greenway, will you incorporate bump outs and other features, like they did south of Lake Street on Lyndale? I thought that was nice. It makes it look more like a parkway.
 - The current proposed designs for the half-and-half greenway option use bump outs, which help slow traffic and also create shorter crossing distances for pedestrians at intersections.
- When would the greenway be built?
 - We do not know at this time when the greenway would be built. Currently, no funding is available to construct the greenway. It is likely that if the greenway is constructed, it will be constructed in smaller segments over many years.
- Where would the City start building the greenway? Where does Council President Johnson want the project to start first?
 - The City is currently gathering input on which greenway segments residents would like to see built first. We are also gathering input on which segments of the greenway have the most support from the residents who live along the route. These

considerations, plus the funding available for construction, will affect which segments get built first. City staff will share this information with council members to help them make their decision.

- For the other bike greenways, were the home owners assessed?
 - The only recent example of a street-to-greenway conversion was on 37th Ave N. Homeowners were not assessed for this project (which was primarily a storm water mitigation project and had stormwater mitigation funding to support the costs).
- Is this a City project?
 - Yes, this is a City project involving City roads.
- What does it mean having a closure of 1 or 2 intersection legs?
 - Most intersections along the route have four legs (north, south, east, and west). For some intersections, 2 or 3 legs of the intersection are proposed to remain open to traffic, while 1 to 2 legs are proposed to close to traffic. For example, at the intersection of Lowry and Irving, Lowry Avenue would remain open to traffic, and cars could travel through the intersection on Lowry; however, Irving Avenue would be closed to traffic (and the two intersection legs on Irving would be closed).
- Will 45th Avenue stay open?
 - Yes, 45th Ave N is proposed to remain open in the current plans.
- Why is the greenway a half-and-half with one way traffic from 44th to 41st instead of a full greenway? Could there be a full greenway between 41st and 42nd?
 - On the 4200 block of Irving, one house has a driveway and a garage that cannot be accessed from the alleyway. The half-and-half design would allow the residents of this home to maintain vehicle access to the driveway and garage. There is also an east-west alleyway on the 4300 block of Irving, which makes the half-and-half design more feasible. The 4100 block was also proposed to be a half-and-half greenway to maintain consistency in the greenway type used; however, this block could also become a full “linear park” greenway as well.
- How did the decision get made to switch it over to Irving [instead of Humboldt] in this section of the greenway?
 - Irving was selected instead of Humboldt because Humboldt has two offset intersections between 41st Ave N and 44 Ave N that may make sightlines for bikes, pedestrians, and cars more difficult. Irving provided an alternative that provides potentially safer sight lines.

Input during the Q&A period

- I live on the 4100 block of Irving, and my neighbors and I prefer the full linear park greenway. We decided that is basically what people would like... we don't want a big line of cars in front of peoples' houses because that is not aesthetically pleasing.
- Making Irving a 1-way from north to south is a good idea because it would discourage people going east to west on 42nd from making a right turn on Irving, especially at night, so they would have to go around block. This would cut down on traffic. Two-way with no parking is not as good because it could increase traffic.

Notes from small group discussions:

Small groups were asked to comment on the following:

What input do you have about this segment of the greenway?

*Input on Proposed greenway types

Like/potential benefits

Questions

Concerns

*Input on preferred route

Like/potential benefits

Questions

Concerns

What input do you have about the greenway overall?

Group 1:

Input about this segment of the green way [proposed type]?

- I wasn't too much for the whole idea, but now I feel that half-and-half, there's not enough room for that and cost of taking out trees, etc. I think I would rather see the full greenway or don't even do it
- Having street and greenway there is kind of a joke
- I live on street with driveway, I would rather see the half and half, unless city gives me enough money to build a new garage because that would affect me
- Really would be up for the full greenway, but I sympathize with guy who has garage
- Don't see reason to dump traffic down 41st... none of my neighbors like that idea. People like full idea because a lot of kids on the block, nice situation for kids growing up, place to play
- Lyndale S of Lake Street, re-did it with one way and parking on one side, bump out, and traffic flows better, and Lyndale is a main thoroughfare, so if they do it right, it would be very nice

Input on preferred route?

- At first I didn't like the idea that you guys had meetings showing us these routes, and when the plan came out, none of those routes were on it... but now I actually like it
- I can hardly believe that I would rather have linear or not at all... having too much on one street is not the best, too much, and we've already lost so many trees in Minneapolis and ours are doing great
- I don't mind the trail at all. If they do a good enough job to make it attractive...with the bump outs or whatever, so it curves in and out and not just a straight line, that would be attractive and make it look more like a parkway or trail, so I have no problem with that, and it would also slow traffic down if not a straight line. People who go one-way go faster so bump outs would discourage speeding. A one-way going

north to south would discourage people late at night, like drug dealers. I would want the one way like proposed. That might discourage late night activity

- I wouldn't be in favor of losing all trees, a couple is okay
- I want this bike trail, and I'm picturing it like beautiful parkway. Have you driven down our block and looked at it? There are several houses that they might as well take down... it's really a mess
- There are a number of rental units, and they draw in 4-5 cars per house, so I'm thinking, if they had that 1 way with parking, that would be jam packed– I would rather see the parking eliminated... if no room for their cars, they can rent elsewhere.

Input about the green way overall?

- I'm in favor of it... it will improve neighborhood
- Add property value
- I like it, but I'm concerned about idea that homeowner would be assessed to build it – because it is built as amenity for city not just people on the block
- it'll be enough when house will be reappraised and tax higher, but reassessing... eh
- it should be funded in a way that homeowners are not expected to carry the bill
- 100% in favor of it
- Make biking safer, throughout the season, even winter... because it would be taken care of – I like the linear

Group 2:

- Owners of rental properties did not receive the mailing about this greenway in the fall, during the initial community engagement process. This is the first we've heard of it, which is frustrating.
- Glad it's a one-way heading south, which will cut down on traffic, crime, drugs, and cars idling.
- People were concerned when they put the Camden Pond in, but lots of our neighbors are now using it for walking, biking, dog walking, and it's really nice. I can see how a greenway might get more people biking.
- Like the half-and-half, preserves parking. Would prefer this greenway type.
- Concern – biggest concern is assessments, don't want them.
- Other people would benefit –we would be stuck with the costs if we were assessed
- Don't want to lose the trees – would be sad to see either side to lose trees
- Want a timeline when possible
- Snow emergencies – would have to find parking off the street
- Concern about parking when people have company over. Parking would fill up fast.
- Would be willing to park elsewhere to have this full linear park on my street
- One way parking – would like it to say “resident parking only” like a section of Victory Memorial – would keep cars that don't belong on street away.

Group 3:

- 4100 block – residents' preference is for full greenway
- Old Kowalski's property – incorporate into park-like, park head of trail
- It would be a great gateway – that would also argue for staying on Humboldt
- I hope they keep it on Irving (from Irving resident)
- Full linear greenway – concern for accessibility – my parents are getting older. I would be concerned about big family gatherings.
- Idea of special permit for accessibility needs
- My only concern is safety piece, with police patrols, etc. but I like the idea
- I would like it, but I don't want my taxes to go up
- If the city can consider balance – if there's an assessment, apply exclusions
- Safety on 42nd and Irving – I'm concerned about safety with one-way traffic speeding
- Concern about security, park police
- My house has been broken into twice in 4 years so I wouldn't want this to be a dead zone
- I like the greenway in S. Mpls.
- At 45th & Humboldt – full greenway isn't logistically feasible
- If this takes 20 years, I'll be in the cemetery. Make it happen sooner if you can.
- We can't build anything without inconveniencing somebody, but since this will be good for the community, some people will have to give
- Parking on half-and-half would become pretty tight.
- There could be parking spillover to nearby blocks
- Add pictures with people in wheelchairs. This neighborhood has a lot of older people. The senior housing residents could really use this too
- One-way would keep 'unwanted element' from coming through.

Appendix G: Open house participant comments (2/12/13)

Like about the greenway:

- We ride a lot on Shingle Creek – would love to see this; I like that it connects to the Shingle Creek trail
- Like that 34th Ave. intersection would be closed
- Really like the greenway

Concerns:

- Closing Irving would move traffic to Girard, which is already difficult to travel and park on when Shiloh or Field has an event; Girard has a lot of traffic between Golden Valley Rd. and Fremont
- Concern about increased traffic on Humboldt from 31st to 32nd
- Concerned about safety of small children with more traffic in the alleyway
- Concerned that there will be too few parking spots available
- Concern about access to homes on Irving, especially in the middle of the block, for things like taxis (would they be willing to drive into an alley?), handicabs, construction, roll-off bins, renters w/o garage or space in alley to park, moving vans, delivery vehicles, bringing own large or numerous packages home
- Concern that homes along the greenway would be more difficult to rent or sell without easy access to the front door
- Hardship for persons with disabilities who have ramps in the front of their homes
- People might not use the greenway for exercise; might use the parkways instead
- Maintenance of the greenway, including shoveling, mowing, and raking
- 18th Ave. N. is already chopped up and difficult to navigate
- Maintenance of alleyways, especially plowing in the winter, and who will maintain it
- Some alleys are hilly
- Many people use Irving Ave. N. to access 26th from 18th Ave. N.
- Illion may need to be converted to a two-way street
- There's a big hill on Irving just north of 22nd, there's a long, gradual uphill southbound towards Dowling
- Assessments (don't do them); we're on a limited budget and can't pay money for this
- Concern about BBQ grills – don't include them along the greenway
- On the 3200 block of Irving, there's a driveway and a garage against a retaining wall – that owner may not have vehicle access to house
- My concern (3300 block of Irving) is that there is no sidewalk in my backyard. I will have to walk groceries twice as far. Prefer guests to come in my front door. People would only be approaching my house from the rear. Prefer the half-and-half option.
- Think the half-and-half is the better option – greenway w/vehicular access (3500 block of Irving)
- Bikes are a hazard to drivers. People can use existing routes and this is unnecessary.

- Concerned about parking and privacy – don't want people letting dogs pee on bushes, etc.
- Concern that City inspectors would be on homeowners along the greenway all the time
- Current route does not maximize access to new Webber park pool and North Mississippi Park
- Concern that there will not be adequate police patrol of greenway
- Concern about the removal of mature street trees

Ideas:

- Consider alleyway improvements, like lighting and speed bumps
- Fremont & 44th is tough for pedestrians-it would be nice if there was a more direct link to Webber Park and make 44th & Fremont more pedestrian-friendly. Webber Pool will have 1000's of visitors per day. More direct connection-better connect Folwell Park to Webber Park. Consider Dupont for a connection to Webber Park.
- If property taxes go up for residents along the greenway, use that money for policing of the greenway
- Consider changing/adding another route to maximize flatness – maybe one route heading north and one route heading south
- Consider starting the greenway on the north end, since people can use bikeways on Emerson and Fremont until the greenway is built further south
- Consider an under- or overpass at the train tracks at the northern end of the route. Train traffic is increasing, and people have to wait a really long time for trains to pass.
- Check to make sure that the open intersections along the greenway correspond with the open intersections along Theodore Wirth Parkway; 34th and 36th should stay open to traffic because they are open along Theodore Wirth Parkway
- On the map, show connections to other projects, like the Webber Park improvements.
- Consider doing modeling to estimate the number of visitors to the greenway
- Need to consider topography – the route should look at what will make it easiest for bikers, who are willing to go out of way to get less topography
- Want greenway designed to encourage folks to pass through, but not loiter

Other comments:

- A lot of people in this area move often
- We live on 34th and Humboldt, and we see more bikers every year
- James has virtually no traffic, and is relatively flat
- Questions about existing diverters – would any be removed to enable access
- Button activated signals for pedestrians and cyclists can be hard to reach in the winter because snow piles get in the way
- There is too much traffic on Emerson and Fremont for bikes, especially between Plymouth and Broadway

- A repaving project is planned in area of Humboldt and Victory Memorial Parkway for 2014
- Would prefer that an east-west greenway be established to better facilitate access to existing trail networks along Victory Memorial and the river
- There is current flooding that occurs at the intersection of 26th and Irving and adjacent alley.

Questions

- Has the route been compared to neighborhood crime statistics? Is the route along a known crime “hot spots”?
- Has there been a study to determine the economic impacts for adjacent property owners? Will this result in lower or higher house values?
- Who will maintain the greenway? (concern that over the long-term it will not receive adequate maintenance)
- Has there been a study regarding the environmental impact of the project?
- Who would be required to maintain sidewalks along a full linear greenway type?
- Alleys are currently in poor condition – will they be improved as part of this project?

Appendix H: Survey comments received, sorted by respondent's reported proximity to the preferred route

(Note that comments are displayed as written; however, all personally identifying information was removed to maintain respondent privacy.)

Greenway route: Are there specific segments you would recommend changing?
Live directly on the proposed greenway route
22nd to 23rd & Irving-Habitat houses can't access homes from alley
41-42 & Irving: Full greenway please. Why bring traffic in? Why have the street full of parked cars lined up like they are during snow emergencies? Also concerned about potential removal of 40-year oak trees.
Add Irving to Harrison Park - Cedar Lake Rd to Bryn Mar
All of it
Bike path only
Check on Habitat for Humanity houses on 22nd & Irving. All need street access to garages. They don't have an alley.
Consider continuing south on Irving past 15th. Lovell Square Park is just south of Plymouth and some riders using Irving and/or Knox to connect with the Cedar Lake Trail.
Do not want bbq grills in the middle of a greenway in front of my house. I have a house near the park, I don't want my front yard to become the park. I'm concerned about large gatherings, litter, and fire hazard.
Forget this project
Go w/pure Greenway as much as possible
Humboldt along Folwell Park. Send the route thru park instead. Parkway in front of park is redundant.
Humboldt, having perhaps a bike path but still have vehicles allowed
I agree that the Greenway should continue south on Irving past Plymouth. I don't see the virtue of winding through the neighborhood to get to Emerson or Fremont when the walker/biker could just as easily use Plymouth. I think it should be in one straight line
I do not want the "linear park" in front of my home. We already have issues with foot traffic and drug dealing in front of my home on 34th and Irving
I don't believe it will be a benefit to the neighborhood or visitors. How will it make our neighborhood safer? Why will people not smoke as much? I don't believe any residents or visitors that we "want" on the street will come out because of a Greenway!
I live on Irving and 33rd. I support a greenway on my street but cannot envision the complete loss of car access to the front of my house, whether for in carrying groceries, receiving visitors, moving furniture, or emergency vehicles, particularly fire trucks. While I can imagine an ambulance driving on a greenway, several fire emergency vehicles require much more space. A house burned across the alley from me in December and fire vehicles were lined up on James and around the corner. None chose to attempt access from the alley. Homes on our street were designed to be accessed from the front. In most cases, full access from the alley is inhibited by garages, fences and gates. Wheelchair accessibility would be close to impossible in many cases.
I own my home and live at 3XXX Humboldt Ave N. For the route on Humboldt between 36th Ave N and 41st Ave N, strongly suggest having a half and half with a one way road. If that does not work I would like it to be a bike boulevard. I say this because this is already a one way street and I would like to still be able to utilize the road and have some on street parking. I would like share the road if possible.
I support the greenway, and the route, but have strong concerns about the full greenway proposed for 15th Ave. I would prefer the 15th Ave section between Girard and Irving to be a one way. Given the state of our neighborhood this past summer, and the fact that we are between a liquor store and known gang territory (North Commons), I would not feel safe living on a street that police couldn't regularly and easily patrol.

Greenway route: Are there specific segments you would recommend changing?
I would really like it to stay on Irving Avenue North
I would want a on Irving between Lowry and 33rd. There is a house with a driveway on that block.
insane idea to strip homeowners of their access to their property fronts by vehicle by means of this proposed bike path - no ems - no police - no fire access to the fronts of the properties if a meandering path with benches and bbq;s are installed - insane there is already a nice path up the pky!!!
It will be too much of an inconvenience for home owners on the street if you take away the roads and put in the full green-way. (street parking and emergency vehicles)
Loss of parking, 41st to 44th Irving
Make the one block area from 41st to 42nd St. on Irving a full "linear park" greenway would be much better!
no full green ways need parking on street
No linear park
No linear where you lose car traffic due to parking issues & emergency vehicles
None, I think this is an excellent route. Wonderful thing, well done!
Not really, do "bump outs" along the parkway between 42nd & 44th
Not what was voted on. Will inconvenience me.
Parking
Parking on the street
Please take a different route. I prefer it not to come down Humboldt where I live (3900-4000 block).
Possibly moving the northern most Irving segment over to Humboldt. Other than that, I think this would be an amazing addition to the north side!
Should continue south on Irving
Strong preference for half & half. Too many problems w/linear
Use Humboldt, not Irving, below 41st & 44th!
Use the old grocery store space (44th & Humboldt) to build a park space & transition to stay on Humboldt for most northern section
Where the Habitat for Humanity houses are because they cannot get into their garages-22nd & Irving
Who is going to pay for the reconstruction. This will create more traffic to the properties and more crime. It does not benefit the owner of the properties and increase the property's value.
Live within one block of the proposed route
26 to west roadway
do not put a greenway along Irving Avenue.
due to one-ways, you will cut off our only route to head north from 23rd and Girard to west on 26th, a major thoroughfare
from shingle creek park going to the memorial parkway there is a lot of large truck traffic; the road should be made a one way to make it safer/easier for pedestrian and bike usage.
I do not like the idea of making Humboldt along Folwell park a full greenway, people park there for activities in the park, moving the greenway onto the park property I would like better.

Greenway route: Are there specific segments you would recommend changing?
I have voiced this at prior meetings. The choice to cross Lowry at Irving is not the best location, The Lowry and James intersection is at a crest and affords longer sight lines. Go and stand at each intersection (James & Lowry and Irving and Lowry) at evening commute time and see for yourself which would afford the safer crossing for pedestrians and cyclists. A remediation with a signal might alleviate my concerns but some past decisions of the County have indicated that their main concern is moving automobile traffic. Take note of the removal of traffic lights at James and Lowry. Penn and 36th. It took an injury at 34th and Penn for acquiesces for a light to be restored at 34th and Penn. Also a light was removed at Lowry and Russell . My wife and I are both bicycle commuters. Sincerely , <i>[name removed to maintain respondent privacy]</i>
I live and own my home just a block from the 17th and Irving Intersection. I would love to see that be a full greenway intersection. I do recognize that will limit vehicle traffic in that area.
I live on the corner of Emerson and 15th... would love an artistic entrance to the greenway, flowers, art glass, sculpture etc to welcome people to North
I recommend leaving the greenway on Humboldt Ave all the way 44th avenue. Why divert it over to Irving ave ? Humboldt Ave from the Crystal Cemetery to 44th flows easily onto the Parkway from 44th & Humboldt Ave. Traffic on Humboldt to & from 44th are at high speeds and STOP signs have been to no avail at stopping or abating this traffic problem.
I strongly support having a greenway but I wish it were to come down through the 3200 block of Humboldt where I live.
I would love to see it come down Humboldt past our house on the 3200 block!
I would suggest that nearly all of this route would remain a half and half greenway, so that residents would still have a street in front of their home. Parking on one side of a one way street is my preference. Back alleys are not always functional for home owners to access their homes for deliveries, or for transporting family members. Handicapped individuals typically have ramps on the front of their homes and have appropriately signed parking spaces on streets in front of their house. Eliminating a street in front of their home can cause hardship. Back alleys are also not cleaned well in the winter as opposed to streets, once again creating a hardship for residents to get to their homes with their vehicles. Even though you plans accommodate emergency vehicles, there is still a concern by many of my neighbors about the ability of fire, police, and rescue units having an ability to access our homes quickly in an emergency. North Minneapolis is a low income part of the city, with higher crime. There is a concern that police visibility will decline without their cars driving by the front of our homes.
Looks fun! I always rode Fremont and Emerson, just because they were the fastest and with the fewest stops. I'm not clear from the map how 26th and Lowry intersections would be handled.
Make use of the bike lanes already in place or proposed you the city
Move to include N. Commons in route-can utilize existing paths, maintenance. The city has already put in bike lane on Fremont-start north of there.
None of it, promotes crime
Not sure
The intent of this bikepath interferes with the function of family homes located along this route. The map is wrong. There are multiple traffic diverters west of the bike path that do not show and are not addressed.
The segment from Broadway to 26th street because it is the only straight path from Broadway to 26th, outside of the main Fremont/Emerson/Penn Avenues
traffic flow on 13 and Knox could become heavy & parking impossible for residents who live on 13th & Knox
Would rather have access to what already exists-greenway trail going east/west would be more useful to this community.
Yes of C
Yes, change route back to Humboldt Ave. between Lowry & 36th

Greenway route: Are there specific segments you would recommend changing?
Live within four blocks of the proposed route
Any linear parks or half and half greenways
Change the route over to Girard south of 21st
Continue all the way into down town, green Nicollet mall and have it join the greenway that runs east/ west between Lake St and Franklin Ave.
Do the gray trails near Plymouth meet up with trails that head to & through downtown?
I don't understand why the east west is closed between Dowling and Lowry but partially closed between Lowry and 15th? many of us cross from the Fremont area to the parkway to Rainbow or Cub. Do we now need to drive down to Lowry or up to Dowling? more car miles may result.
I don't understand why the Greenway routes on 15th Avenue when the earlier plans (when we were working on I-94 planning) had the Greenway on 16th Avenue. I believe that would take you over Lyndale Avenue and provide a bridge over I-94 once that is built. At least route the Greenway on 16th to Lyndale while waiting for the bridge over I-94.
I live in Jordan and we really need a greenway going into downtown...going southeast towards downtown.
I support any new park development in North, but I live just off the route that would have run through the Logan Pond, so I can't strongly support the selected route.
I support this route but would prefer that it go down Logan Ave.
I understand the concern for traffic safety at the 42nd and Humboldt intersection, but I don't know if it's realistic to assume bicyclists, especially commuters, will follow the Irving route, which takes them a block out of the way just to avoid the unusual intersection previously mentioned (that has traffic controls already in place) instead of taking the more direct Humboldt Avenue route. Otherwise, the plan seems fine.
I wish it was going down Logan Ave, but it's in my 2nd choice location.
I would oppose it in its entirety. North Minneapolis has already lost lanes in two key thoroughfares - Emerson and Fremont - when those were turned into bike lane streets. In addition, the residents of North Minneapolis have far, far more pressing concerns than getting a greenway. Quite frankly, the greenway idea is appealing to white upper-middle class individuals who find biking aesthetically pleasing, and is utterly pointless for a lower-class neighborhood where a bike would be a useless luxury.
Instructional mapping and picture podium in Humboldt pocket park S.W. corner of Plymouth Avenue and Humboldt Avenue North, this park was created by Plymouth Avenue Green Team and implemented in the Community Road Landscaping Partnership program 2006 to date.
The fact that it heads right to the train tracks that take forever for trains to move through is a bit discouraging unless there are plans to build a tunnel or bridge around (near Grand Rounds and Shingle Creek)

Greenway route: Are there specific segments you would recommend changing?
The route is reasonable. But, it needs to maximize more connections to existing and future amenities in North Minneapolis. Specifically, the route or a route spur MUST connect meaningfully with Webber park from the south. The current connection to Webber from the northwest along the existing Webber parkway will never be utilized because few residents from north of the railroad tracks comes down to recreation south of the tracks. However, the greater Camden neighborhoods between Penn and Lyndale on the west/east and between 44th and Dowling on the north/south WILL extensively use the greenway to get to Folwell park. This same connection needs to DIRECTLY tie into Webber park, into the proposed Webber-park pool, and into potential future Webber Library. This type of route spur would also have the wonderful consequence of connecting all the way to North Mississippi regional park and the RiverFirst initiative. Think big!! So, if the route north of Dowling only goes up Irving/Humboldt and connects with the existing Shingle Creek trail along Humboldt going north of the railroad tracks, the new Greenway will be severely under-utilized by residents. Basically, the Greenway NEEDS to GO somewhere to the North... and Webber Park/Pool/Library on the North end IS the destination for Camden residents!! Please Please Please consider this issue!!! Don't be lazy now and just connect the dots along Humboldt and ignore Webber Park. Honestly, the same can be said of the need for an Eastward spur that would connect to Farview Park and the proposed River First pathways and the land bridge from Farview to the River. Again, Please Please Please expand the vision now to connect these proposed Greenways into the other future proposed and in-progress neighborhood amenities!! Talk closely to the Webber Pool master plan committee and the RiverFirst committee and the Webber Library Committee!! Make the proposal look like something that is integrated with other community plans. This will help everyone and will garner more broad support for the proposal. Thank you!
The section where you have bike lanes on fremont and emerson and where there is a park only a block away
The streets between 26th and Lowry are currently blocked off to continuous straight travel on other streets (not shown on your map). You have to zig-zag to travel in that area already. To block off Irving will only create more confusion and delay.
This appears to cut North Mpls into two sections, which I strongly oppose. I live in Cleveland on 37th, and this will make accessing 94 more time-consuming and cause traffic to get backed up more.
Well I'd love it if it were on Knox instead, but I'm just learning about it so I don't really have a right to chime in now!
What is wrong about using the alley?
Why does the route stop at 47th Ave N? Why not extend up Humboldt to the city limit (53rd)? This is perplexingly short sighted.
Live elsewhere in north Minneapolis
Do not do it at all!!!!!!!
Extend the Greenway to the edge of North Minneapolis. Greenway should end at 53rd street and access the Mississippi Regional Park.
It would be nice if connected better North Commons, but the full linear park may do that.
Make it extra nice at 26th so it will make a nice transition when you do the 26th street greenway to the river.
Makes me wonder why a bike route was added to Freemont? Why not leverage it since you already messed up that road and put bikers lives in danger.
What is to happen to the homeowners on the greenway? The costs associated with acquiring their properties would be huge. To not acquire their property would be significant issues into their value -- nice to have a greenway to look out to -- cannot get to your home!!!!
Live outside of north Minneapolis
Change NONE!

Greenway route: Are there specific segments you would recommend changing?
Do not close off any intersections or sections of roads -- too suburban and too disruptive to an orderly grid. If people want cul-de-sacs and greenways, they can live in the suburbs or go to existing parks or use existing routes in Minneapolis. That is not what urban living is about. That is why we have parks, and Minneapolis can't maintain its existing park infrastructure so why add more. Also, no more on-street bicycle routes -- too dangerous until bicycles are held to a minimal standard of regulation like cars are -- such as, a way to find an offender violating the law or damaging a person or property (license or some ID) while on a bike (crashes, scraps, etc.) and sensible traffic-oriented behavior standards. It's just a free for all right now. The worst offenders will not use the off-street paths anyway. Finally, doesn't this city have any other priorities to spend its money on? Yes, it does And this is not it.
Have it extend into Downtown, across 94 to meet the expanded RiverFirst parks, and over to Wirth. This could be done on one or more East/West axis
I do not live in the area but have often wished there was an easier way to get to North Minneapolis.
I don't enough about the other options.
I don't know about the "off street trail" portion. If there are portions like this they need to have very good (flat) curbing and hopefully NOT 90 degree turns. Bicyclists do not make 90 degree turns and they take the most direct route. Meaning they will cut corners and leave rounded dirt paths at 90 degree corners.
I might recommend changing the route from Irving to Humboldt between 44th Ave N and Crystal Lake Cemetery so as to be more direct, but w/o biking both routes I cannot state the recommendation firmly. Also, there should be some indication of a future connection along Humboldt or Irving going south to Bryn Mawr Meadows Park and connecting across I-394 to the Cedar Lake Trail and Kenilworth Trail, providing a critical link in our off-road trail system.
I think it is very important that this route connect to the downtown core in some easy way. North is really isolated from the City and current bike routes out of downtown (like 7th) aren't very attractive. I hope that can be part of this now or in a Phase 2. It would also be nice to have a connection to the river and the Cedar Lake Trail.
I think that city is wrong when describing the route as low traffic as it goes by schools and parks as they say.
I think the greenway needs to be one continuous thoroughfare and not fragmented by switching from street to street, not to mention the switching of the traffic directions along the route.
I wish it was going down James Ave. in Tangletown.
I would favor a "half-and-half" greenway with a trail, one-way traffic and parking for the entire route with a different street used for going the opposite direction.
I would make it go farther south.
I would make sure that access to Irving Ave on the south side of the proposed project was accessible because people will want to take Plymouth Rd to the Theodore Wirth trail.
I'm concerned about the bicycle boulevards and ending up with just on-street bike lanes. Neither work well elsewhere in the City, and would be enough me to stop my kid from riding on it. Fewer segments shared with cars = MUCH better.
It doesn't seem like a good idea to put a bike trail through a dangerous neighborhood. If you look at the Minneapolis Crime Maps you can see that there is a greater instance of both violent and C4 crimes that occur there. I would not feel safe biking on that trail. It would be nice to have a trail like this in NE. The western part of the city has several nice long trails to ride, but there isn't much in NE.
It looks perfect for the neighborhood and the streets that it goes through. I wouldn't change anything about the suggested route.
It would be nice to link the south terminus to wirth trail or mississippi river trail.
Keep as much car and bike mixing to a minimum.

Greenway route: Are there specific segments you would recommend changing?
The bike & one ways are confusing and do not benefit the city
The streets and sidewalks already connect the neighborhood. We can't afford to spend money on something like this.
This seems like a nightmare for the community. Closing off streets will cause isolation problems for residents and make policing more difficult in an already violent area. Please study and gather statistics on bicycle commuters in North Minneapolis. Why not just do something like on Bryant South with the bikeway painting?
What's needed is an improved East-West route that is south of the Grand Rounds. Plymouth isn't safe between Girard and Lyndale.
You don't specify what happens to the homes along the parkway. Are they removed? If not how do residence park or gain access to their homes?
Proximity to route not reported
James Ave. at Golden Valley to 16th Ave. should be changed to a 2-way street

Greenway types (designs): Are there specific segments you would recommend changing? If yes, describe.
Live directly on the proposed greenway route
22nd & Irving areas & also other areas where people can only get to their house by using the street
Bike path designated parking
Change to full greenway Irving. Go full greenway or forget it.
Change total greenway design to half & half design. All of the segments.
Close more intersections
Don't waste Health Department (tax payer) money.
Every place you have bike only - Greenways!
For safety reasons, I don't feel comfortable living on a street that is a full greenway. I'm worried about loitering and about having easy access to my house for myself and my company. I'm also concerned about what it will do to my property value.
Full "linear park" greenway on 41st & Irving
Full greenway from cemetery to northern endpoint
Full linear park on 41st & Irving block
How we pay for this?
I do not want the chance for increased foot traffic. The idea is nice but not practical for this neighborhood. I also do not want my taxes to increase.
I like the bike boulevard
I own my home and live at 3XXX Humboldt Ave N. For the route on Humboldt between 36th Ave N and 41st Ave N, strongly suggest having a half and half with a one way road. If that does not work I would like it to be a bike boulevard. I say this because this is already a one way street and I would like to still be able to utilize the road and have some on street parking. I would like share the road if possible.
I think the Cities have too many other issues that need to be focused on. Such as theft & developing business & jobs to poorer areas.
Irving Route
liner park up humboldt insane idea - removing vehile access to humboldt very bad idea
Loss of parking, 41st to 44th Irving
More cynical about full but is intriguing
My initial thoughts are to not allow any traffic on the greenway even in the few sections you have highlighted in yellow, orange and red. If possible to remove those near North Commons Park, that would be preferred. Actually, maybe it's needed for police patrol which I'm okay with. Just throwing it out there. I LOVE this proposal so far!
No, but would still support other design options such as full linear for northern most segments
Not at this time. I live on the 3700 block of Humboldt Avenue and would be so happy to see a full linear greenway in front of my house.
One-block area on 15th as Full Linear Park looks odd. Consider a Half & Half option to connect with Fremont/Emerson, and also to continue down Irving, at least to Plymouth (auto traffic one-way southbound to accommodate North High buses).
Strongly oppose the full linear park
Support half & half only
The type is not the problem the route is.

Greenway types (designs): Are there specific segments you would recommend changing? If yes, describe.
Yes
Yes, the written answer above.
Live within one block of the proposed route
26-Broadway all
All that completely closing off streets to traffic
As mentioned above, I believe that a minimal street needs to still exist in front of homes along the entire greenway.
As much of the route should be full greenway as possible, but the parts that aren't make sense. 42nd is a major street, but I wish Irving between 44th and 42nd, and again from 42nd to 41st was full greenway or at least half and half. Cars drive very fast on 42nd.
Bike blvd. option would work better for access to homes
Do not do any of it
do not put a greenway along Irving Avenue.
Full "Linear Park" Greenway would eliminate too much parking for residents of the area
Honestly I think that a mailer and/or volunteers should be sent to everyone living along the proposed routes. I have the feeling that not everyone's viewpoints is being represented by these surveys, only bikers who have heard about the meetings. I think that there is probably a lot of people along the proposed route that would be very upset if they no longer had a road in front of their houses to find out they weren't even aware this planning had taken place.
I think that the removal of parking from the street will be problematic.
It's too confusing - you can drive til here, turn and drive there, get back and drive again...Keep it closed, or keep it open. One or the other. this plan creates a mess by moving from ne street to another and then back again.
lowery to broadway
make all the route accessible by car
Not sure
On the northern side of Glen Gale park the proposal shows 2-way traffic in two spots, but traffic is only a 1-way northbound out of Ilion Ave. so a 2-way is unneeded.
See above
The idea of having an entire street as a greenway strikes me as an incredible luxury. Even if bikes get half of the street, that seems like more than enough to me. But it does make a statement, if entire roads are given over to bicycles. It raises the risk of drawing ire from drivers, however. I enjoy the Minnehaha bike ways. Aren't they about 5' wide? It feels like plenty of space and I don't mind the traffic.
The intent of this bikepath interferes with the function of family homes located along this route. The map is wrong. There are multiple traffic diverters west of the bike path that do not show and are not addressed.
Live within four blocks of the proposed route
BRIEFLY STATE THE PUBLIC PARTICIPATION AND APPROVAL PROCESS USED AND SIGNIFICANT COORDINATION WITH OTHER PROGRAMS. The Plymouth Avenue Pathway project created a Plymouth Avenue Green Team of residents and organizations to develop and implement the overall vision for the Plymouth Avenue corridor. The Green Team consists of 45 members with additional resources provided by other partner organizations including Xcel Energy, Northside Garden Club, MNDNR and others to name just a few.

Greenway types (designs): Are there specific segments you would recommend changing? If yes, describe.
I do not agree with any closure of traffic on the main east/west driving routes, especially Lowry, 26th Ave and Broadway. There are enough confusing off-street traffic cuts through North (esp. between Broadway/Lowry/Penn/Lyndale square) that to create additional stops or re-routes on these critical business arteries would be shortsighted and do more damage to re/development of North than the appeal of the greenway.
I do not like one way traffic in a large grid, this is not conducive to urban movement.
I oppose anything that eliminates parking or closes a street completely. That puts huge hardships onto homeowners who have invested in their property with the belief that they would have full access.
I think the types of greenway, with variations along the route, is less of a priority to formalize right now. The On-street bike lanes is completely lame and should not even be considered except for short spur situations. But the half-half and the full linear are both fine and some mixture will almost certainly be needed.
I think there should also be a greenway going southeast towards downtown. I loved the idea of 26th ave turned into a greenway. Hope that's still a possibility.
I would have greenway run down Knox Ave N on south end of Folwell Park. Knox Ave is like a drag strip with cars flying by the park. Would cut down on dangerous traffic.
I would like all Full Linear park greenway but understand that may not be practical.
If you're going to bother with a greenway, make it a full linear greenway. Making part of it full, and part of it interactive with traffic only detracts from the beauty of the concept, in addition to making it more dangerous for bikers.
I'm a little nervous about "street closure" at 33rd and Irving as that is sometimes a useful alternative to Lowry. It is really difficult to take a left on Lowry from Knox sometimes so I go down to Fremont on 33rd instead.
It should extend up to the city limits on the north side. More full greenway "linear park" should be used.
No cars, if there are cars it is not a GREENWAY, it is a ROAD. Roads are for cars, we have more than enough of them.
not sure of "types" seems to be bike or bike and car.....sorry haven't been to meetings
see 1
See above. I oppose this in its entirety. The project seeks to treat North Minneapolis as, essentially, an experiment as to how neighborhoods fare if you entirely take away streets in certain areas. If this is such a pleasing possibility, please extend the offer to other neighborhoods that are not already suffering from a lack of key resources.
There are a lot of changes which can work, but I'd be more concerned about the changing traffic directions near 26th ave and 44th.
use current bike lanes on Fremont and Emerson. Sidewalks are already available for walking. Parks are available for more scenic walks &/or gathering. Make them more user friendly by adding benches, tables and exercise area.
You can't make Irving a Full Linear Park Greenway between Broadway and 16th. There is no Humboldt here and Emerson and Fremont are one-ways already. This would put heavy traffic on Girard which is unacceptable.
Live elsewhere in north Minneapolis
I do not prefer bike boulevards to the other choices. I'd prefer a red half and half greenway so that there is a delineated bike lane. Biking between parked cars and moving cars is just not that safe (I see it's not that much of the trail that would be bike boulevard, however).
I support full liner along the entire route.
I would make as much of the greenway a full greenway without car traffic.
leave it as a street for people to get to their houses
Lowery and doweling need to remain open to two way traffic

Greenway types (designs): Are there specific segments you would recommend changing? If yes, describe.
The many transition sections are the most worrisome. Generally auto and bike traffic have the most issues at transitions from one type of road to another.
The must all have at least a one way road and some parking. Otherwise the homes will be negatively impacted. . . unless the homes will be purchased - but then you must be living in some other economy.
The whole route should be a greenway.
This mix of usage seems sensitive to local drivers, but still offers direct access to the "linear park" along its length. Good compromise.
Live outside of north Minneapolis
Again, need more information about what happens to the homes. Am generally in support for bikeways, but the devil is in the details and how homeowners are treated.
As much "linear park" as possible
Change NONE!
Consider extending to W River Pkwy to the east or Cedar Lake/Kenilworth to the south?
Don't build it!
Don't do it
Full greenway is preferred obviously.
Funding allowing, I'd like to see uninterrupted street crossings / grade separations for cars and bikes à la midtown greenway.
I like that it's mostly one format.
I want as much full greenway as possible, but recognize that may not be feasible everywhere
I would support full linear park greenways over even more of the proposed route, but I'm happy to see that they are the majority of the proposed route currently.
I'd love to see it be a full linear park greenway, but I certainly understand there are limitations. I think overall, it looks great!
I'm all for as much of the 'full' greenway ideas as possible!
I'm confused by this question. I support the greenway portions, and not the "on-street" boulevard and lane portions.
Indifferent. I don't think the trail should be built there so I don't care about the types.
It is a bad idea as there is a bike route for bikers a street over.
Keep all roads open at least in one direction.
Physically separate cars from bikes and pedestrians as much as possible--barriers are best but bright stripes are helpful.
Remove two-way road if possible.
Same comment as in question 1 above. Elimination of cars and/or parking presents hardships for elderly and disabled people who live on that street.
This is a poorly worded question.
Too suburban style. Too much closing off of existing infrastructure. Pointless waste of money.
Very glad to see that the use of on-street lanes and bike blvd treatments are greatly minimized, and providing a two-way bikeway physically separated from traffic is used almost exclusively. Yay!
Proximity to route not reported

Greenway types (designs): Are there specific segments you would recommend changing? If yes, describe.

Parking should be considered. I would have no place to park. Not everyone has a driveway or a garage.

<i>What do you like about the proposed greenway?</i>
Live directly on the proposed greenway route
(It will go down my street)-It will be a real plus for the community
A safe way to use alternative modes of transportation (biking or walking) and will promote park use on the Northside.
Access to bike route
Access to green space & dedicated bike trails in North Mpls. As a father of 4 children, it would increase their ability to exercise & access other green space w/o the use of a vehicle.
Accessibility to North side
Accessibility, more green space in north Minneapolis, encourage bicycles.
Adds green space to North Minneapolis (we lost so many trees due to the tornado). Encourages recreation. Reduces traffic on Irving between Golden Valley Rd. and Plymouth (far too many school buses use that route).
Adds greenspace, beautifies my neighborhood. Removes traffic on my street, slows traffic at intersecting streets. Happy to see reinvestment in my neighborhood!
All of it
Beauty, increased green space, healthfulness!
Bike trails available for families
Close streets to traffic. Good way for bikers to commute. Green space is great. This is an amenity not a disadvantage.
Connection to community spaces, additional community green space and gathering space. Increase in property values, Opportunities for health and recreation.
Convenient and close to the area I live.
fun, safe place that encourages exercise and healthy living. I like the idea of more park space in North Minneapolis.
Get rid of car traffic
Green space for North Mpls.
Green space, neighborhood amenity
Green space; bike/walking access
Green space; improves neighborhood; transportation
Green up our city. Bring more beauty to a neighborhood that has stood strong through many homicides. Many of us who live here are upstanding residents hanging in there to beautify and bring peace to our community. I wholeheartedly support this proposal!
I believe it will greatly improve the quality of life and community in the area.
i like nothing about this - we have beautiful bike path all the way up wirth park - huge waste of resources
I like the idea however if my house in the middle of the block with a full greenway, I think it would make it difficult for people to visit, due to no street parking
I like the idea in general
I like the idea of having more green spaces, and having a more bike friendly city.
I like the limited traffic on 33rd and Lowry

<i>What do you like about the proposed greenway?</i>
I love that it might bring people who have never seen North Minneapolis into the area. I love the idea of North Minneapolis becoming familiar - - a normalization in people's minds of the area.
I think it would look nice. Good for home values.
I'm not entirely sure, I'm still trying to visualize it.
Immediate access to bikepath. No traffic. Potential of improved property value
Improve the aesthetics-clean up the neighborhood
In theory it is fine, but I have little faith in Minneapolis when it comes to these types of projects.
It could create more beauty & hopefully it would bring in families that love this & would be an asset to the "hood"
It goes right by my house.
It helps bring our community together and connect us with the rest of the city. It would help to change the dynamic of the north side and make people more likely to visit and buy homes here. It would also be beautiful!
it runs the length of North Mpls most of it is full linear parkway
It will give an upgrade - value and desirability - to the Northside as well as being an excellent contribution to the quality of life not just for our neighborhood, but for the entire Minneapolis-St. Paul community. As a tornado 'survivor' I've been so impressed by the replanting of trees in Folwell and adjacent streets. This would go even further. It would more than restore what was lost, it would be a great environmentally boon.
It will make the neighborhood look nicer.
It will not only beautiful the north side, but may decrease crime in those areas as well.
It will run right in front of our house, increase safety (less nefarious traffic) and beauty. We're hoping it would increase the value of the home. We're also happy to have more GREEN space, which is great for the environment.
It would eliminate people driving over my lawn on a daily basis and get rid of this horrible berm that no one takes care of and is a huge eyesore and dumping ground for garbage.
It's a GREENWAY and it goes past my house! Fantastic way to get my kids out for some stroller and exercise without hiking several blocks in the boiling sun just to get to a playground. Not to mention it must raise the value of houses eventually. Our neighborhood could definitely use the perk up in looks, very few of us can afford a flower or two for our yards to beautify the place every summer.
Keeps north Mpls. connected to the rest of the city
Less traffic
Lots of opportunity to bike, meet neighbors, not deal w/traffic
Love the impact it will have on my home's value. Like the easy access to the greenway when I bike.
Lower traffic, beautification
Lower traffic. More park space. Improvement in area that needs loving.
more attractive, less noise from car speakers, more safe w/o traffic, more likely to bike around neighborhood, perceived increase in safety in general, neighborhood pride
More green space for my family to use
More peaceful block
My house is on Irving and I think it will be great to have in my front yard. Also I think it will make commuting easier.
Nice concept..just don't believe will be utilized much on our block.

<i>What do you like about the proposed greenway?</i>
North-South connection from the northside to downtown. Promotes biking/walking. Finally lets the northside participate in the "greening" of Minneapolis.
Not sure as of yet.
Nothin no one will use it
Nothing [6 respondents]
Owners/residents would be forced to use & rehab alley garage use
Passes in front of my house; increase green space
Potential to increase walkability to parks, potential to decrease speeding in neighborhood & cut down on narcotics sales @ rental properties.
Reduced traffic
Slow traffic
Sounds absolutely lovely
Space for recreation & family activities, and help there be less crime
Stopping traffic flow through my neighborhood
That there will be more areas for bikes & kids
The idea, kids playing, traffic calming
The illusion of a neighborhood we can all feel safe in.
The probability of increased home values along with the probability of increasing desired homeowners moving in to North Minneapolis
The recognition the parkway will bring for a "positive" attribute/outlook for No. Mpls.
This gives a very nice recreational opportunity to the many employees of the school board just one block away. What a nice way to spend part of the lunch hour. I know they have expressed fear about the location, but honestly, in the 12 years I have lived at 18th and Irving, I have not been fearful. Our block is beautiful and friendly.
To go away
Traffic calming, more bike/walking paths. Potential boost to home value/neighborhood value.
Trees
We would use the trail - less cars going through means less crime
What a waste.
Live within one block of the proposed route
1) green space; 2) decreased traffic; 3) beauty decreases violence
A greenway will increase accessibility of bike trails & walking trails for north minneapolis residents. It provides more traffic diversions. Builds a sense of community. Adds beauty to the area. Potentially increases property values for home owners. Overall, I think a greenway is a great idea!
A safe place to bike in some areas that don't have a park nearby
Accessibility to the trails from our home
Attention to bike use/ safety
Creating a greenway through the city
do not put a greenway along Irving Avenue.

<i>What do you like about the proposed greenway?</i>
Easier/safer route to downtown area
Everything
For folks who live in North Minneapolis, it's incredibly difficult to get into downtown – you either have to take long and complex trails into Northeast or down the Grand Rounds through Wirth, or go on poorly-maintained streets. I live a block from the northern part of the proposed route and it would seriously impact my daily life and get me biking more. It's perfectly situated in the middle of North Minneapolis and I think would benefit the greatest number of residents.
get older and do not like delinkwant on bikes i do not want to be robbed
Good access for walk, bike, etc. & a better place to live?
I like the idea that this creates designated pedestrian trails in our neighborhood. I like the selected routes. Irving Ave along 1500-1800 is a particularly beautiful area off of North Commons Park. I like the fact that this would create a continuation of the "park like" environment running into the adjacent neighborhoods. I live just a couple of blocks away and I think this would bring me to the park more often. I love the houses in the area and I think this would be really nice to have in the area. I'm in full support!
I love that it would reduce traffic in the neighborhood.
I starts at my front door, 15th and Emerson. Would give a wonderful route through North Minneapolis, welcome people to the heart... our schools, our parks. I feel taking the route through the heart will dispel fear of the area, change the perception
I will connect us with parks using a safe and nice trail. Sidewalks in our neighborhood are not well taken care of and traffic crossing Broadway with little kids on bikes is harry. I have longed for a nice place for our family to bike and this is it! It promotes wellness and will raise value of our property.
it adds a feeling of more park-like areas to the hood.
it is a greenway
It is a well thought out, ambitious plan that has the possibility to strengthen North Mpls.
It is an effort to create infrastructure that is aesthetically pleasing.
It seems very well thought-out. It will provide safe greenspace in a part of the city that needs this.
it would attract different people to live in this neighborhood
It would be a great asset for the community
It's a perfect location between the parkway to the west and the river road to the east, it connects the local parks and provides safe travel for young people to navigate our neighborhood. I would use it daily to get to and from work and bring my kids to school.
it's nice for North Minneapolis...finally
Look nice but not next to me
More park environment near my house
not sure
Open greenspace; more biking options
That it connects the parks in the area and has the potential to connect bike commuters to downtown.
the ability to connect by bike to other greenways and bike paths without hitting high traffic areas.
The connection of an easy passageway between several parks and common areas.

<i>What do you like about the proposed greenway?</i>
The development could beautify the area and increase property values in times. It is good to provide safer biking and walking spaces for the community.
Throw it out --not wanted
Live within four blocks of the proposed route
1. Finally, a direct bike route connecting N & S, without having to use industrial-laden 2nd Ave 2. Finally connecting Shingle Creek trail with Victory Parkway.
A place to walk/ride near my home.
acceptance of bikers!
Allows for movement in the center of N Minneapolis. Currently use Theo Wirth and River Road.
bringing more green space to the northside and connecting the neighborhoods together in a pedestrian friendly and beautiful way
close to home, bike trails, recreational space
Encourages biking.
Everything
I have seen 3 bikes on them. Waste of time and money.
I like that defining this now for the future gives a sense of pride and purpose and hope to our community.
I like that is will get me around town quicker
I like that it is a full greenway near my house. We need more positive, green space.
I like that it makes it safer to ride my bike, and beautify the neighborhoods
I like that it will get more people riding over norf.
I like the "full Linear Park" green way- I feel safer riding with my young kids when car traffic is separate from bike traffic.
I like the green space and that it makes biking safer.
I like turning some lightly trafficked streets into a safer and more beautiful purpose for residents who like to walk and bike.
I live in Heritage Park. Love the idea of being able to bike a "loop" that includes Victory Parkway.
I love that it travels near most of the parks and schools while still providing a logical path through the city.
I often commute by bike, and sometimes pull my daughter in a trailer. I live at Colfax and Dowling, and it would be great to have a safe option for biking close by. (The Victory/ Theo Wirth parkway is wonderful, but getting to it from our house requires a fair distance on the street)
I think the proposed greenway is a good idea & new look for N. Mpls
It begins to treat North Minneapolis like the rest of the City instead of ignoring it.
It connects to Plymouth and runs by several parks and schools.
It is good to help with traffic flow but is it necessary to spend addition tax dollars on streets while still out of jobs.
It is great to encourage bicycle traffic, green space, and reduce auto traffic.
It is near to my home.
It will provide more safe areas for our youth to recreate
It's a greenway, improves the city look and feel, improves air quality, show the citizens that the city care about more than the Downtown biz association and \$, means a young generation will have a better respect for nature.

<i>What do you like about the proposed greenway?</i>
Love the Full "Linear Park" portions - but realize that some auto traffic would be very difficult to re-route. Like that two way traffic areas will not have parking, and that all the shared roadways are short distances, which will likely be only very local traffic.
More green space and an alternative to vehicles in North Mpls.
Most Direct. In the middle of north.
North side biking can be rather dangerous. I like the idea of a safe and out of traffic pathway for my personal safety.
North south bicycle route in N mpls
Not much
Nothing at all. Please see above.
Nothing.
Safety from cars. People interaction, Ability to walk to a destination safely. Hope to connect other streets or bike paths to the Greenway. Attract new owners, young families to the area surrounding the Greenway.
Splits down the middle of some tough neighborhoods...hopefully my house turns out to be in the "right" side of the tracks
The central location and the separation of motorized vehicles from others.
The designated off-street or clearly marked road-sharing is a great way to create more pedestrian traffic through North and enhances the already stellar biking reputation of the city (but see comments to #2 re: need to be conscious of business and motor traffic needs to continue drive to bring more vibrant economic activity at the same time).
The full connections of districts and residents to come together on a same cause same concern Project.
The Northside needs more of these unique amenities that will make people want to visit/live in the neighborhood.
Traffic free area to bike and walk my dogs. adds value to north minneapolis
Unless it was a full greenway, I would likely just ride the extra mile to Victory Memorial and ride that trail.
Live elsewhere in north Minneapolis
Any off road avenue to encourage walking, cycling, skating is to be encouraged
Attract new residents
Centrally located and connected to the bikeway system.
Complete elimination of automobile traffic.
Gives a safe place for bikers and walkers
Great investment in the quality of life in North Minneapolis.
Great to see more capital investment in North Minneapolis.
Help reduce automobile traffic and encourage bicycle traffic.
I am an avid biker and this neighborhood badly needs this amenity. I chose to not buy a condo in this area because of a lack of bike route options (I bought in the North Loop instead). Had this Greenway been in place I certainly would have considered purchasing a home in the area.
I am thrilled at the idea of having a North-South greenway on the other side of the Northside from Wirth Parkway. I would use it regularly to complete my running loop, and I would use it somewhat less frequently on my bike (simply because I live on the southern end of the proposed greenway, and so don't really need it for commuting).

<i>What do you like about the proposed greenway?</i>
I like that it connects the downtown bike routes to the northern part of the city, and that it connects parks and schools. I also like that it creates a car-free route for commuters.
I like that it possibly creates greenspace in the residential neighborhoods of north Mpls. That whole stretch could use some beautifying. I work on 33rd and Fremont ave north and would love to be able to safely bike to work.
I like that it seems to capitalize on the general feeling in our community that our land cannot always be dominated by cars. Open Streets has shown that the citizens of Minneapolis are ready for a new way to think of public spaces, in a manner that does not involve cars as a primary consideration.
I like that there is a northern route that bypasses some of the more major hills that are included in the Theo Wirth Trail.
I like the amount of greenspace given to the neighborhoods. I believe that eliminating the road for the majority of the greenway makes a better, more enjoyable bike ride, run, rollerblading, skateboarding, or walking. The elimination of many intersections also makes this a much safer route than if the intersections were to remain fully open.
I live up here and would use it often, about 3-5 times a week.
I would love to use this to bike to work or the Minneapolis Farmer's market. I work downtown and live on Queen Ave. and it's been tricky for me to find a route that I like to get from my house to Plymouth. There's too much traffic on Penn and Emerson. This would be a great addition to my quality of life on the Northside!
I'm generally for anything that makes the city friendlier, more active, and more fun.
It encourages bicycle transportation in North MPLS and makes it easier/safer.
It gives a second option to the Victory Memorial/Theo Wirth trails.
It gives cyclists a bike specific route.
It is a great idea to promote biking and this will promote an area that needs a lift.
It is needed
It is put in a good location for the majority of North residents.
It is to some extent revitalizing the North side.
it's a primary thoroughfare and a direct north-south route.
It's an opportunity to connect the neighborhood to the grand rounds while creating central bike artery in North Minneapolis.
Partial separation from traffic means safer travel than completely separated alleys that provide cover for thieves.
Promotes a pedestrian/bicycle-friendly route in N Mpls.
Provide a great bike route somewhere between the Parkway and the river. Give us green space and turn Fremont back into a road only for cars. I never see any bikes there and it doesn't seem like a safe place to bike.
Redevelopment of a street to a park
Separation from traffic, where it exists
That most of it is a full "linear park" greenway.
that we are putting one in North.
That's it's reasonably close to my home (only 5 blocks away); this increases the likelihood that we'll use it.
There's not another good north/south route through North Minneapolis. It opens up North to bicyclists by promoting biker safety and legitimizing biking.

<i>What do you like about the proposed greenway?</i>
We currently don't have much on the north side for bikers/walkers. This, with the 26th street greenway and the River walkway: it will be great! Thanks!
Live outside of north Minneapolis
1) Bike lanes are separate from the roadway. 2) Location will make it easy to bike to locations in N. Mpls.
a new route through north is what we need, it has been the hardest part of the city to get through.
Access to Shingle Creek trail, a friendlier way to go north.
additional greenspace in the city, calming of neighborhoods and less car traffic.
As a full-time year-round bicycle commuter and enthusiastic recreational cyclist, I support all improvements to bicycle infrastructure in and around the twin cities.
Bicycle and recreation friendly. Community building and safety/openness assuring. Healthy lifestyle promotion, and connections between schools, parks and community centers.
Bicycle safety
Converting streets into greenway bikepaths with *no* cars. Radical and awesome!
Creating dedicated north-south bicycle thoroughfares is great! I love having space where it feels safe to ride.
Cyclists are not occupying the same roadway as motorized traffic.
Easier loop to VMD for a longer exercise route.
Elimination of competition with cars. It nearly ties NoMpls to SoMpls. It will fight crime, no doubt.
Focuses on full linear park and half and half configuration. It seems key to keep contiguous off-street facilities.
getting the auto's either off the road or slowed down. pedestrians & bikes!!!
Great asset for the community and a Penn Ave alternative for the kids.
Have you ever been to North Minneapolis? Why would you ride your bike over there? Every day there are assaults and robbery assaults. Sometimes murders. Get real.
I like how it connects so many schools and parks, yet it seems really straightforward, and residents will learn quickly exactly where the greenway is.
I like that a greenway, in general, is being considered.
I like that it aims at converting a street into a greenway. However, I think it needs to be either 100% or not at all. Meaning, whatever street is chosen should be completely converted into a greenway where ever possible. I am not a fan of having random spots along the route that allows parking, two-way or one-way traffic, etc.
I like that it increases access to north mpls, a place I don't often go because of a lack of bike infrastructure.
I like that it is a greenway and not a bike blvd, or bike lane. I love how it gives bikes the ownership and takes the focus away from car dependency.
I like that the proposal is for using a route with light traffic. This will avoid the results of the Portland and Park Avenue changes which eliminated heavily used traffic lanes in favor of wide bike lanes that have considerably less use.
I like that the thinking is big about no cars on much of it. The challenge is how to do this equitably for all stakeholders.
I like that we are expanding our bike trails. The more trails, the better!
I love all the potential greening and the fast biking connection it would offer

<i>What do you like about the proposed greenway?</i>
I love that it separates bikes from cars and that anyone could feel safe riding on it, even children, who could use it to ride to school. It encourages people to ride their bikes instead of driving because biking will be easier. It is a green space where people can relax, where children can play, where people can walk and jog and bike. I love it.
I think giving people a car-free bicycle amenity will do more than anything else Minneapolis can do to make bicycling a welcoming form of transportation for all types of people. I also think that the linear park will substantially improve the quality of life for folks right on the route, and become a real neighborhood amenity.
I think one is needed in this part of the city
I think that it's attainable in scope. I.e., not overly expensive while greatly improving the off-street bike infrastructure in that area of town.
I'm very excited about pretty much all of it. I think it will be a great model, and would love for it to be replicated throughout the city.
It appears to make for a faster commute and gives a N/S route option.
It brings more green space to our city.
It creates something unique and special in North Minneapolis.
It highlights an as-yet-unhighlighted part of the city.
It is a good route for bicycle traffic to downtown from the north.
It is a much needed connection spine through North Minneapolis
It is easy to access a variety of parts of North Minneapolis neighborhoods. It goes through the heart of it.
It is mostly a park, with only a few sections that are half-and-half.
it is very central and I like that it goes past schools because it will be useful and i think help create a greater sense of safety.
It moves traffic to Shingle Creek and the Victory Memorial Parkway onto a protected, safer path rather than having to take heavily traveled, very poorly maintained roads near the river.
It opens up a lot of areas to travel by bike that I had not considered before. I am moving soon and this would definitely be a factor in my decision making process.
It provides access to parks.
It provides safer access to North Minneapolis.
It provides transportation alternatives for people who live in the area.
It will be a beautiful addition to this area of the city.
It will be excellent for a very environmentally friendly commute around the city
It will open up North more to citizens from outside the neighborhoods. And give Northsiders a nice bike route.
It's a wonderful park in a part of the city lacking in parks!
It's existence and accessibility.
It's location.
It's more opportunity for recreation and travel to areas of the city I wouldn't normally visit. I live in Hopkins and would not use the route for work considerations. Just a fun thing.
Length
Less cars! more green space.

<i>What do you like about the proposed greenway?</i>
Lots of "linear" trail. Pedestrian & bicyclist focused trail.
More Greenway trail in the cities
more space for transportation other than motorized vehicles / healthier people / fresh air in the city / community
More trails equals more options. Variety is the spice of life.
NoMi needs more green space for its residents.
North Minneapolis needs this. Victory Memorial Drive is very nice, but it skirts the edge. The park could become a community space and help raise home prices. Also would give the neighborhood something to be proud us.
North Minneapolis needs this! We need safe and attractive bikeways and walkways for our residents.
Nothing [3 respondents]
nothing except the remote idea you are paying attention to the northside but totally out of step with priorities. Work on education, business development, foreclosures, crime, and getting a decent library, for starters. This won't solve any of those problems. You are just putting lipstick on a pig.
Provides a safe, fast, north-south corridor for commuting.
Providing more green space in N. Mpls and more recreational options to supplement Minneapolis' already existing cycling infrastructure
Safe transport without cars and conversely where drivers don't need to worry about bike traffic.
Seems like it would be a lovely place to live.
separating bikes from cars
That it passes by schools, looks to connect to existing trails and connects a part of the city to these that has been lacking in alternative transportation options.
That it runs close by to multiple parks and it goes through neighborhoods where revitalization and infrastructure like this is needed. North Minneapolis has been neglected for so many years, it is about time that a progressive urban update project like this is implemented.
That it's green. ;-)
The greenway demonstrates a commitment to walking, biking and new greenspace in North Minneapolis.
There are bike routes on Fremont, Lowry & downtown that are hazards-this would not be a benefit.
Travelling north/south in the city is not a very pleasant experience, I would definitely venture to these areas more often with this
Proximity to route not reported
Home value may go up & less traffic.
It will there(?)

What are your concerns about the proposed greenway? (Responses sorted by respondent's proximity to a preferred greenway route)

What are your concerns about the proposed greenway?
Live directly on the proposed greenway route
- parking, house value, crime with more people wandering around, summer parties getting out of hand like they do at the park already,
* Parking *Upkeep *Assessments for homeowners *Plowing alleys *School bus routes
* Safety. Be sure not to create a "known dead zone" unpatrolled. * Balanced funding - assessments OR tax exclusions. I am open to helping to pay, but in a balanced way.
a) Costs-in this area homeowners can't afford anything but minor (0-2,000) assessments. Many people/landlords would put house up for sale. B) Edge house-like mine (corner)-can't have driveway cut off by your linear parks. Properties & improvements are designed based on driveway location. You would create a big enemy in me! And I don't like the idea of parking lots on side streets. All these owners have alley garages! Why go halfway with this?
Access for elderly, disabled, emergency vehicle access
Alley-extra traffic & lighting
Assessments on my property.
Because the proposed greenway is directly on my street, I am concerned about my tax liabilities. How are you planning to fund the greenway. Will there be a special tax assessment for homeowners on the path or will the taxes be split between all homeowners in the northern area. I also would like to know if this going to happen and by when the project would begin by and how long the process will take.
Cost - who bears it. I would like more definitive(?) responses on how this benefits or support the community.
Crime
Crime is a concern along about potential impacts to the environment as well as who will patrol the area and be responsible for cleaning the greenway
Crime, City doesn't maintain alleyways now, alleyway needs to be repaired
Crime, lighting
Crime, parking, fix up alleys
Defining where green way stops, private property (homeowner's yard) begins.
Do analysts suspect increased shooting activity as a result? An increase in crime is my only concern but as of what I know today, I would think crime would decrease as a result. My other concern is abuse of the plants and trees; people who vandalize. But these are minor concerns compared to the motivation I have to support building this greenway.
Do not want bbq grills in the middle of a greenway in front of my house. I have a house near the park, I don't want my front yard to become the park. I'm concerned about large gatherings, litter, and fire hazard.
Emergency access; snowplowing of alleys considering it may be our only vehicle access to our homes.
Emergency access-to my home - ambulance/fire/police; winter emergency to my home if I need an ambulance or if I become wheelchair bound - property values - lawn care of new grass - no parking at my home for family/friends - more traffic on neighboring streets

What are your concerns about the proposed greenway?
emergency vehicle access. Parking, theft, trash, upkeep. Most important cost, we could be spending money on more important things
Greenway type-total road closure will create too many hardships-safety concerns.
How this going to get paid for?
How will this affect homeowners property values?
I do have concerns about street access for those who live in the middle of blocks where the full greenway will be built. Alley/garage access isn't always great either, and for households with two cars (or even some with one, this could be a large inconvenience.
I live directly on no- traffic segment and am very concerned about not having car access to front of my house for deliveries, metromobility pick-ups and drop offs for family member, where do visitors park, what about moving vans - they could block alleys for hours, history of poor alley snow maintenance, need for speed bumps in alleys, police and emergency vehicle access
I would like it to be done quickly
I'm afraid I will have people parking in my back parking lot
I'm concerned about safety on the full greenway sections. I'm also concerned about parking and access to my house. In the winter, the alley is tricky to navigate in the winter and I wouldn't want to be limited to that being the only option for parking.
Increased alley use, property changes (fence), snow removal, flooding
Increased foot traffic increasing chances for damage to my property and increased drug and gun crime. Increasing my property value in turn increasing my property taxes. Decreasing emergency vehicle response time when in emergencies seconds matter. Making it much more difficult to get to my home when my intersection will be blocked by the "linear park" design. I strongly oppose this plan.
Increased traffic, crime
Just get it done soon
Just how well crossing major streets will go.
Lighting, security
loosing access to property fronts - no ems - no fire - no police - we had a murder / fire on our block some 90 days ago - if area is further isolated - crime up and down alleys will be much worse
Loss of access to home
Loss of parking
Maintenance of the alleyway access along Irving Ave, esp. in winter. Assessments.
More street closures which causes me to have to go out of my way to get home.
More traffic and crime.
My house is on 39th & Humboldt - I am curious how would that affect my property's value, if at all, and if there would be any construction to my yard, etc.. How well monitored would the Greenway be? (I've heard random stories of people on the Midtown Greenway being jumped/mugged/attacked... What would lighting be like? Would there be an active police presence?) Could there be signage/bike trail from the trails in Northeast Minneapolis, leading the way over the Lowry and 42nd Avenue bridge to this proposed Greenway? Could we also make it easy to find the North Mississippi park from this Greenway? I would also love a clearly marked bike trail to the new Northeast brewery district. I worry that without reasons to use the Greenway (parks, well marked trails, destinations) that it might fall into disuse. How will it be marketed to the greater Twin Cities community? (Can we have a festival celebrating its opening?)

What are your concerns about the proposed greenway?
No one bikes or walk around N Mpls - #1 Crime. Most muggings do not get reported. #2 Not enough bathrooms available. #3 Any money needs to be spent on better schools & police not greenways.
No parking, alleys become speedways w/diverters
None <i>[4 respondents]</i>
None at this point
None at this time, as long as additional parking is considered.
Not being able to easily get to my home, and lack of parking.
Parking
Parking & cost
Parking & expense of building garage or parking space
parking and front yard access for citizens that no longer have a street
parking fiasco; increased crime; a thoroughfare for on-foot drug dealers & gang members; reduced access for police.
Parking for guests - homes w/large extended families & duplexes
Parking on my street or more specifically the lack of parking. Minneapolis barely clears the street as it is, what kind of snow emergency nightmare will a one way street cause.
Parking, high volume of traffic in the alley
Parking, privacy, assessments to property
Parking, seniors access, safety
Parking, value, cost, property taxes
Possible grills being used. Inability to use front of home with loss of front yard privacy. Biggest concern parking in back with garages facing each other making harder to get in and out at times. Having visitors, possibly park at parking lot end of street. More using of the alley. Property taxes will rise, likely? Greenway will, likely, affect market values. However, who would want to buy property after this greenway is completed??Could become issue when selling properties on street. Lived here close to twenty years, and, moved to be near Folwell Park, not for my block to become part of a parkway. Possibly, making for more crimes on block with more people in area, and, gangs nearby.
Primary concern is that it might not get completed. Hopefully as a City we can build upon the work of this planning stage and the great bike/ped system already in place and not let the project die. Too often great proposals/ideas for North Minneapolis end in disappointment. We need more hope and to be acknowledged by and connected to the rest of the City.
safety & noise
Safety always comes first.
Safety and available parking for my visitors.
Safety, but that would be my concern regardless of where I lived. I certainly don't think it would make my neighborhood any less safe, but proper lighting and police presence would be important. Those things are important to me now without a greenway though.
Safety, lighting, parking, snow
Separate private yards from greenway area.
Street way parking
Strongly want market value exclusions. We can't afford a property tax increase.

What are your concerns about the proposed greenway?
Tax increase
Taxes, assessments
Taxes. Who is going to pay for it. Street parking. Emergency vehicles not being able to get to houses if there is a fire or any other problems because there is a full greenway. Especially in winter when it snows over a foot.
That 41-42 & Irving would be a half & half
That is might <u>not</u> get built.....
That once it's started it may drag on for years. But Minneapolis seems to get things done in a timely fashion once they get through the planning stages.
That there will be way too much parking on the one side of Irving between 41st & 42nd
That you won't put one in here
The possibility of assessment to pay for it does not seem a fair solution
The project states it is funded by Minnesota Dept of Health. Truth is only the study is funded not the project
Timeline & construction-I wish it could be done now!
Traffic concerns
Want to be able to park in front of our own homes - not live out of back doors.
We have to be creative when people come to visit as to where they would park.
What happened to the parkway connecting the Humboldt Greenway to Heritage Park (Van White Blvd.) down to Parade Stadium!
What is going to happen to my property value? Who will pay for it - assessments? Taxes increasing. Emergency vehicles. Parking.
What is the cost to the residents on the proposed greenway?
What will it cost the homeowners along the route?
What will this mean to our taxes & assessments-parking is very important.
With the full linear greenway proposal my concerns are about parking and access to my home. See question 1.
Live within one block of the proposed route
1) inconvenience to homeowners; 2) unnecessary expense-going E/W would be cheaper. Would rather see the city connecting this area to what already exists first. Going East-West Plymouth or Golden Valley Rd. are wider streets that could accommodate an offstreet bike trail that would no displace or inconvenience residents.
41st & Irving are not the same atmosphere as 41st and Humboldt towards 44th Ave N..
Access to homes for people along the greenway
Access to our homes
As noted above. All crossings with major arterials need to be safe.
Be sure it encourages moving along-pedestrians & bikers-to deter loitering. No basketball hoops; strategic benches
cost, crime, safety
Crime
Crime is a concern... want to make sure the area is well lite, patrolled well by police, no hidden corners for unwanted illegal activity.
crime.

What are your concerns about the proposed greenway?
cutting off our routes of access
devaluing my home/house
How well the proposed greenway would be plowed. If not promptly plowed bikers would just use Fremont. Emerson hasn't been plowed very well and that is a bike blvd.
I feel bad for those who will loose on street parking, but would hope that the city would fix up alleys for them.
I live on a street one block away from a closed intersection,,,my concern now is that traffic will increase on my street due to that closure. We have small children on my block and that is always my concern.
It will take away access to the homes along this route.
It would greatly inconvenience residents who live on and around Irving Avenue. It would be under-utilized and there are better ways to improve the community without spending money on an unwanted trail.
Lighting, safety, theft + harassment prevention
Limiting our ability to drive along a convenient route without going blocks out of our way to more traveled streets, adding to their congestion. Making it harder for our visitors/delivery persons to find and park near our home. Right now people get lost in that tangle of streets.
More traffic created on our street because the street next to ours is closed.
my only concern is that people would take over some of the areas as a place to hang out.....
Neighbors would need to adjust to limitations on driving
No parking longer to get past it
None.
not sure
parking for houses that face the greenway
Property values on the residential streets
Route
Safety -- especially green areas -- how will they be monitored for safety? Difficult for Folwell neighborhood, west of proposed Greenway to access Dowling/194. Not clear how traffic will be re-routed on north-south routes parallel to Irving Ave N.
That there isn't any proposals, that I've seen, that will extend to downtown.
The effect on the daily life activities and the inconvenience resulting from closed streets. The # of families affected vs. the few using greenway.
The intent of this bikepath interferes with the function of family homes located along this route. The map is wrong. There are multiple traffic diverters east of the bike path that do not show and are not addressed.
The Midtown Greenway is beautiful with community gardens, and it's protected from road traffic by being (for the most part) down a level from the street. I'd want to make sure that a North Minneapolis Greenway gets the same amount of visual appeal and natural beauty, and protection from road traffic, along with good lighting at night and call boxes.
The total elimination of streets and parking for such long distances could create a hardship for those families living on the route.
There will be a period of time for adjustment for drivers and pedestrians after the change is made.
use of the alleys as alternate for traffic. people walk in and children play in or near the alleys and may get hurt by speeding traffic because you can't get out of the way.
was not what the original vote was for

What are your concerns about the proposed greenway?
Where does it end in the south? Does it end with having to bike on street? If so, what is the point of putting it in?
WHERE THE HECK DOES IT END UP? I need to get to and from downtown Mpls., sometimes later at night. Have been using Washington and 2nd street...is this going to be better/safer?
Would promote more crime
Live within four blocks of the proposed route
A major environmental strategy to enhance the public and private green spaces along a 3.5+ mile corridor of North Minneapolis. This project will augment this effort by providing a natural visual and sound state of mind to residences. This project will also beautify the area.
A stated above, blocking off of more streets in the area that are already controlled to send traffic down adjacent streets. People already get lost trying to find houses if they don't live in the area.
As a North side resident, I do have concerns about personal safety. Will there be more police involvement in patrolling the parkway than what we get in general?
Attacks on cyclists.
Auto traffic between east and west sides of Camden neighborhoods could become more difficult. Isolating pockets of neighborhoods from
Biker safety--from cars in stretches where the road is shared, and from a random attack in an area that may feel isolated.
Car traffic, there really should be none at all, as I stated before, a road is not a greenway and a greenway is not a road. Cars add a whole separate set of safety and pollution issues.
How long it will take to build it.
I don't have concerns the more bike trails the better!
I ride the East/West greenway that goes from w river rd to hopkins often, and it's beauty lies in the fact that it's nearly entirely segregated from automotive traffic. The allure of a bike trail that has to deal with motorist on some blocks, but not others is greatly diminished.
I'm nervous about the construction disruption. Seems like things take longer to complete in North Minneapolis (perhaps that is just perception). We just got the Lowry bridge back. Hopefully this won't reroute everybody again.
I'm very concerned that the proposed Greenway will sub-adequately connect with Webber park and with Farview Park, both of which have existing improvement plans in place and need to part of the long-term neighborhood vision. In terms of prioritizing, I think it is obvious that the first part of the trail should connect from Folwell Park up towards Webber Park and connect these parks. Since Folwell already has some Greenway leading to it, and Humboldt/Shingle Creek already has the trail, this only makes sense to start by connecting them together.
ingrained driving patterns will need to change. altho I don't live on irving where are they going to park!!! does everyone have a garage or alley parking available? I'm sure you're dealing with this.
It doesn't extend far enough on Humboldt Ave N to the city limit.
It might affect local businesses in this area as they're struggle with economic down time. To have constructions in these. Might impact business in the area
It's parallel to Theodore Wirth Parkway and I thought it would help connect the Grand Rounds but instead seems to go through it.
length of time from inception to completion. things on the northside never seem to move quickly or efficiently
loss of homes, if that's a concern. safety, perhaps, on the E side of Crystal Lake Cemetery
Much like the greenway off 28th St. South (Midtown?) I worry that the bikers who choose high speeds will endanger the slow to moderate speed bikers (and walkers).
My daughter attends Pierre Bottineau French Immersion at Jordan Park. How will the greenway affect the school?

What are your concerns about the proposed greenway?
None <i>[3 respondents]</i>
proper lighting, landscaping upkeep, safety
See #2 and #4 comments re: economic activity. I would completely oppose the greenway in any form if study shows it would reduce prospects for existing or new businesses or decrease the opportunity for non-north patrons to reach and support Northside businesses.
see 4
Separation of car traffic and bicycle/ ped.
Taking away people's rights to full use of their property and of access to parking for visitors, family members, a 2nd vehicle that may not fit into a 1-car garage. Also it makes their front yards virtually public property and that is not at all fair to residents. Just try that in south Minneapolis and you would be ripped apart for it. They would never stand for that - why should those of us in north Mpls?
That it won't be a full green way. It needs to be.
The "linear park" routes need to be well lit and patrolled.
The greenway does not enhance the lives of residents of North Minneapolis in any way. It places form over substance, applying a glossy shine that the city can point to as an accomplishment while utterly failing to provide things the area actually needs: increased police presence, increased road repair, increased economic opportunities, removal of vacant houses, etc.
The inconvenience for the people that live on the proposed route.
The inconvenience of MANY who live or drive on the street on a daily basis versus the FEW who will use it, especially the cold months in minnesota
This will make North Minneapolis very inconvenient for residents west of Irving, such as myself.
Too many rules (one-ways) limits use and creates confusion.
Traffic, safety, pay more taxes
With 2 primary one-ways on Emerson and Fremont, the congestion on adjacent streets that are not part of the Greenway will intensify. This needs to be given serious consideration by the residents on those streets. I don't believe most people are aware of this plan at the present time.
Would there be a way to connect up with the Cedar Lake Trail, either by trail, or with designated bike lane on a street? In my commuting by bike, I need to go through downtown, and access the west river road trail -- so that would be very helpful to have.
Live elsewhere in north Minneapolis
Access for the families that you visit that live on the street. Being able to drive across at intersections
Appreciate the interest and effort put forth. Has the City Council made this a priority? How will this project implementation be funded? How will funding for this greenway impact other capital improvement projects that have been in the 5-year program? Conducting extensive community engagement and putting out extensive planning documents without having formal approval or funding in place can lead to public disaffection. North Minneapolis has a history of project starts and halts and bumps along the way.
Auto traffic and right of way markings, wide bike lanes are needed.
Crime and bike assaults, just like the rest of the city thought.
Existing traffic at places like Lowry and Dowling must be balanced with a safe passage for cyclists.
How people might connect to the lake trails safely.
I don't have any

What are your concerns about the proposed greenway?
I feel bad for some of the folks that are on the greenway and will have to move. I hope you will be able to pay for their moving or at least help them in some way.
I'm concerned about the safety of bikers on the segments where bikes and cars are together.
I'm worried about changing the character of historic neighborhoods or making auto transportation more difficult - but not very worried.
It does not extend the full area of North Minneapolis.
It may be too radical. Homeowners along the greenway may not immediately see the benefit. Fears about parking and home value need to be addressed. I personally would be very much more likely to buy a house on this greenway than anywhere else in Minneapolis, but you will need to show people that it's a value.
Keeping the greenway safe with lighting, eyes on the street, and design elements.
Late night safety. Will there be adequate lighting?
My concern is how much taxpayer money it is costing to explore this option when the funding doesn't exist. The Minneapolis Park board did a similar thing in the Shingle Creek neighborhood with visions of installing a lake. Ridiculous and the cause of much disgust by taxpayers -- even of the liberal variety.
Negativity from entities living along the route and those wanting to use the closed intersections.
None [4 respondents]
None - wish we could have more.
Only the cost and effect on homeowners. I'm thinking of buying in the area for rental and don't want to have to pay too much more in taxes for that. I have one home in the area already so I think this will help add an amenity to the area. I'm also somewhat concerned about crime as bikers are more vulnerable so I hope there is a fair amount of lighting. Since there are many homes there it should be safe!
People using the greenway will be robbed at gunpoint
Safety - low traffic I'm also worried about whether or not it will attract crime.
Safety at cross street. Folks in these neighborhoods have a hard time following street signs when the main danger is hitting another vehicle. Also, graffiti and other property damage is likely so invest the money in the infrastructure, not fancy sculptures etc.
Safety.
Security and Lighting
That it is too far removed from the other greenway routes, so it may not be used quite as much.
that it won't be completed like the original humboldt greenway.
That it won't get built or will be watered down.
That leaders will cave to opponents and install a stripped down version that favors car traffic.
The route does not go through the best part of North.
The transitions between different types of greenway along the route. Will greenway traffic have the right-of-way at intersections? If not, I would favor the bike lane only a few blocks away, which is on a major street with sparse traffic controls.
There also need to be some east/west routes developed or it's only useful is a thoroughfare rather than as a way to actually access much.
What percentage of African American contractors get jobs and the contracts to construct the Greenway
What happens after you get to Plymouth and 15th. Map looks like it ends there.
Will there be those blue emergency call poles? Crime prevention comes to mind. What about cameras?

What are your concerns about the proposed greenway?
Live outside of north Minneapolis
"Fancy" greenways are an unnecessary expense that we can ill afford.
as usual, crime.
Concern that this will not happen fast enough or just be a designated bike route without the removal of traffic making it a true greenway.
concerned about how the resident's feel about it, also the minneapolis greenway though safe most of the time is totally set up to be the perfect area to commit crimes, "crime tunnel" I hope the north greenway can be better executed
Connections to downtown & other trails to the South. Of course, safety at intersections.
Cost, safety, and traffic disruption.
Crime
Crime against cyclists and pedestrians due to seclusion as seen occasionally on the midtown greenway.
crime in tough neighborhood
Crime, which is a concern whether there is a greenway or not.
Displacement
Doesn't have a connection to downtown that is easy for people of all ages and skill level.
Given the neighborhoods through which it passes, I could foresee patrol and crime prevention being a significant challenge.
Have previous stated that there is not enough information given. What happens to properties along the Greenway where cars are not allowed? Will they be purchased and removed? If not how will they access their properties (alley??)? What do property owners think?--Not fair to offer a survey without full details presented!!!!!!
How long it will take to get the trail complete. Other than that, no concern.
How soon can it be done? :)
How will it impact the home owners on the route?
I am curious about the intersections. I can't quite envision what they will look like? I would hate for East/West access to be hindered too much.
I don't live in the area of the proposed greenway, but hope the people who do live here will have adequate opportunity to provide input.
I just worry that limiting the plan to an at-grade design may hurt in the long run when there may be funding to improve bike infrastructure to more Denmark-like levels. I just want to be looking forward.
I wish it could be a full greenway without having to deal with traffic at points. I think the is the major selling point to Midtown. But it's really only at the beginning and end. I get there are complications with having a full linear greenway, but if we are calling it a greenway it should be completely green. That's the whole point.
I would hope removing a street would not make people's rush hour congestion even worse. If this can be done without causing auto problems, then it's probably a good idea.
I'm concerned that it won't happen!
Intersections where car traffic stops for cyclists/peds crossing. For example the Midtown Greenway intersections often give priority to car traffic and have little to no crosswalk facilities for peds/cyclists.
It could be gathering place for crime and it might be dangerous at night.
It does not go where people want to travel. Take it all the way to Downtown and connect it to the River and Wirth. Question # 6 is also poorly worded. You should have us rank our top three choices.

What are your concerns about the proposed greenway?
It doesn't go far enough south.
It doesn't go far enough South. Resistance due to perceived cost.
It is unclear how the parking will be re-located for the homes along the proposed route.
Lack of use due to unclosed loop. cars.
Length of time to complete
Location and safety issues.
Maintaining community safety along the route in a tough part of town.
Making sure it is built before too much time passes. North Minneapolis needs to catch up with other neighborhoods.
Minimal.
Mix of car and bikes.
Mixing the traffic/parking model looks very confusing. Crime would be a MAJOR concern. Lighting would be a critical factor. Cost per rider per mile should be closely analyzed. Subsidies for such projects (i.e., operating expenses) never seem to go away.
My only misgiving is that I have little knowledge of the route or general area that is being proposed. therefore my opinion is based on a desire for any type of greenway.
No, 4
None <i>[5 respondents]</i>
None as it is designed. I would absolutely love to live on this greenway and am super excited to bike on it.
People view parking as a right. It will all have to work out in the end that the parking is not as necessary as they might have thought.
People who don't understand the future potential will oppose it.
Property access by vehicle.
Safety
Safety in certain neighborhoods.
Safety on linear parks, crime prevention.
safety, cleanly.
safety, and frequency of use
Safety. Much like the Midtown Greenway, I would hesitate to ride this route alone at night. I would opt to ride adjacent streets.
See above--a good East-West route between the Cedar Lake trail and the Grand Routes is crucial.
Steep hills will be inconvenient, but I would not change the route because of them. We (cyclists) get used to hills and enjoy them when descending. MAKE CERTAIN NOT TO REQUIRE CYCLISTS TO STOP AT THE BOTTOM OF HILLS, OR EVEN WITHIN A BLOCK OF THE BOTTOM OF STEEP HILLS FOR THOSE TRAVELING IN THE DIRECTION OF DESCENT.
Such a terrible idea.
That it does not go all the way to downtown or connect clearly to Northeast. I suppose it connects to trails that do so, but it would be nice to be able to remain on city streets instead of having to connect to river trails.
That it doesn't connect well to downtown
That it might not happen.

What are your concerns about the proposed greenway?
That it will be promised and never completed.
That it won't link up to the other greenway to the west.
That the proposed plan won't be passed and that there won't be enough funding for the project, since it is in "dangerous North Minneapolis" where "nobody would use it anyway." This would completely change the landscape and culture of biking, walking, exercising in North Minneapolis, making it much easier and safer.
The bike routes do not serve the % of population that use the roads. More people drive than ride bikes on Irving.
The crime in that area. Also, who wants to bike past a cemetery?!
The impact on homeowners along the full closure portion.
The majority of the people who use the street are drivers, not bikers. Also the method to pay for it is not clear and the residents would probably be paying for it. Although it is not mentioned.
The segments that aren't greenways.
The southern terminus needs to connect to other off-street paths... possible in the future?
Where are we going to drive - long live the car!
Will it be maintained through the winter
Proximity to route not reported
I have no place to park & alley traffic.
Increased alley traffic

<i>Additional comments</i>
Live directly on the proposed greenway route
A parkway would be more beneficial to the residents and the community.
Based on over 30 years of experience in North Mpls, this will happen when pigs fly. We are still waiting for the 26th Ave Greenway. All the studies and such has been done for years. We can't even get that street repaved.
Excited about it!
Gang activity in area with more opportunities with more people on a greenway. No signal on 36th and Fremont which may have increased traffic with closed of streets. Nice concept .just don't think will justify Dept. of Health cost on our street with usage of "safe environment" for biking and trails, Gang members still live nearby which will affect this being utilized by people. This proposed greenway will impact those on our block in many ways: lack of privacy out front if grilling is allowed, increase in insurance premiums and chance of fires increase in people in "unsafe" area parking out back could be our worst nightmare, especially, with shared garages and all the cars using more of the alley not appealing need to review putting street light back on 36th & Fremont, which will get more traffic with a full greenway on our street, with ends being blocked to city traffic Fear for visitors having to park at end of block, rather than the front, or in back driveway, coming down alley
Great work!
I am concerned about the loss of car access to the front of my house, whether for in carrying groceries, receiving visitors, moving furniture, or emergency vehicles, particularly fire trucks. While I can imagine an ambulance driving on a greenway, several fire emergency vehicles require much more space. Homes on our street were designed to be accessed from the front. In most cases, full access from the alley is inhibited by garages, fences and gates. Wheelchair accessibility would be close to impossible in many cases. [I've lived here for] 22 years.
I am very excited about this project and how it will enhance the North Side. I'm a strong supporter!
I do not want this in my neighborhood for many reasons. I think it should be re-planned or scrapped altogether considering that there are not enough funds, it will directly affect current issues in this neighborhood in a negative way, and make my property difficult to get to.
I like the idea of the greenway, but I have lots of neighbors who may have an issue with it because they do not have or cannot access their garage.
I love the idea!
I really hope this project gets done and that it is not just another plan that gets shelved.
I really liked the full option when it was going to be on Humboldt! Nearby, but not on.
I think could be a great amenity to North Minneapolis and help raise home values that suffered in the last years. I'm excited that it would make riding my bike to work so much easier! I love this idea and hope Minneapolis can find funding. What a great way to get people to see what North is really about!
I think it's a wonderful idea. North Mpls could really use more areas like this. I'm happy to see such concern for an area that needs it most.
I think it's wonderful !
I think you get the idea; I would love to see this greenway built. I understand this project would eliminate the street in front of my property. While I do park there, I also have a two car garage I could park in. I would MUCH rather see a project like this come to fruition to help strengthen my community than be able to park out front of my house. In my opinion, there is ample parking on any street parallel to my home should I or anyone visiting my house need it. Please. please, please let's make this happen!
i will fight this to the bitter end or until we can sell our property - we wish no part of this whatsoever. do not build this bike path -our road is not wide enough - especially in winter often to support a single width of a car - let alone ems / fire as it is - 1 lane wide one way northbound -do not consider investing in this - spend any monies elsewhere - crime prevention etc... more police

<i>Additional comments</i>
I would like the greenway in my area to be a dual use road and greenway if possible. If not then I would have a hard time supporting the project..
I would love to see this happen. Let's do it! :)
I would say strongly support if I knew my property would not be assessed to pay for the project.
I would support it if I knew there was a way to address my major concerns of safety and street parking.
If I can in any way show support, vocally or in writing, let me know. This is a wonderful idea. I would love to take part in the meetings, but I don't have transportation.
I'm thrilled to see attention, plans and projects come to north Minneapolis. Thank you, Mr. Rybak and the City of Minneapolis for putting this to paper!!
It will cause a mess, people barely know how to park as it is. I am all for beautification but this current route is not what was chosen or originally proposed.
Makes sense to begin at the South end of the route. Some of the more challenging crime areas are N & S of 26th, and heaviest traffic is S of W. Broadway. Plymouth, 26th & Lowry all connect easily w/ Theo Wirth. Starting on the S end would provide a boost to North High and the Northside Achievement Zone efforts with youth. If done well, this can create a rich asset to the City. Some neighbors are troubled to lose off-street parking (particularly elderly and those w/o garages). Parking at North Commons Park bleeds into the neighborhood during special events. Consider converting the 1st 10-12 feet of the N Commons Park (along the east side) into diagonal parking spaces to offset the loss of street parking.
New renter
Nice ideal but we need to fix 26th first.
SO excited! I think this would be such a positive addition to our neighborhood for so many reasons!
There should not be additional taxes assessed to the residents on the proposed greenway project. The city would recoup funding on the higher accessed home values.
This greenway would be a blessing for me and my home location. It would for the first time since I have lived here in 10 years make my home so much better to live in North Minneapolis. Finally there would be something nice to look at.
This is a waste of money.
unless you buy off the houses to make it like the parkways I feel this will make living on the route difficult to drive come winter with snow, and parking restrictions, Elderly visiting would have a hard time coming to a home when the driveway and back of the house is the only access. I thought this route was to run on Humboldt ave not Irving
What is the main purpose for this greenway? How will it help the community and area residents? This is a community benefit not a direct improvement to individual properties and should not be funded by assessments to the property owners.

Additional comments
While I strongly support the greenway, we have strong concerns about the city maintaining updating the alley ways as this would be our only way into our property as well as getting from our property into the stream of mainstream traffic. Crime is a strong concern along the greenway. Currently the residents along the greenway are the eyes and ears to active crime now, some may feel it is too much to continue to be the eyes and ears for crime along a greenway, especially with an extremely slow response from the Minneapolis Police Department, even though the new Police Commissioner has asked the police officers to become engaged in the communities they serve by getting out and walking around, I can tell you how many times I have seen that in North Minneapolis, I would still have 10 digits on my had to use. While I strongly support the greenway based on living on the greenway we will know exactly what we will get based on living in close proximity to the greenway (i.e. traffic) we have to have the full support of the Minneapolis Police Department and they need to be more engaged in North Minneapolis than they are today. This is an assumption on my part as well as many others that live on the proposed greenway, crime, it could end up being that there is no crime or minimal crime along the greenway once it is constructed, we will not know until it is constructed, but the engagement of the Minneapolis Police is key to this for all concerned. Thanks!
Who is on the health team's brainstorming committee? We (north Minneapolis) residents have a ton of green in our neighborhood. Cleanup the crime and we will all be healthier.
Will our alleys get a perk up since they will be the only places we would park now, they will get a LOT more wear and tear, not to mention traffic.
You have twice as many cars in the city now as you did twenty years ago. This is a four season city. You want to create a mess for people who live on these streets. Kill it. This is a no no no. I pay taxes for this street. I was a parkkeeper for 30 years. Use the funds to repair sidewalks.
You need to get an official name for it. You need to brand it soon so everyone will realize what you are talking about. I don't have a name in mind, but it would not be bad to have Irving in it. I know this will increase taxes but this is totally worth it. I can't wait.
[I own one property] directly on, others within blocks
Need to engage the African American community!
This seems to be such a long way off-funds could better spent fixing Webber Park; fix up bathrooms & Folwell & Webber; I live near 40th & Humboldt, across from the cemetery-where is there room?
Live within one block of the proposed route
As long as is not on my block or within 2 blocks -A, B, C are
I heard about this from a Facebook friend - despite living a block from the proposed route, I never heard anything from the City via e-mail or mail, and it appears I've missed out on meetings last fall and within the past few week. That said, I'm very excited the path this is taking!
I hope funding does become available and am very interested in helping the effort along if possible.
I hope more ideas like this continue to come for the community that brings quality of life up. North Minneapolis is a great place to live, but can be forgotten when it comes to enhancing and upgrading parks and recreation for locals. I love this effort!
I live on James Ave that is attached to Folwell Park,,I was hoping it would run there to cut traffic flow,,instead now it seems it might increase it due to intersections being closed to traffic. It puts a damper on the excitement of the project for me.
i think anything that can be done to encourage making the city and its residents more 'green conscious' is wonderful.....beauty is a deterrent to violence and greenway should help our city become more peaceful
I think it's a great idea and hope construction begins soon!
I think this is a wonderful idea and crucial in building a strong transit network for those in our community without a motor vehicle.
i would love to see it happen as i have a family and i highly value my children having the space to grow up around and use heavily
none at this time too soon

<i>Additional comments</i>
North Mpls. needs access via offstreet to green trails. The community most at risk doesn't have good access Why is money being spent on a new trail vs. creating access to what currently exists? We need offstreet bike trails on Plymouth or Golden Valley Rd. that connects us to Theodore Wirth.
Please do as much as is possible to reach out to residents along the proposed route by sending out mailers or recruiting volunteers to go door to door and explain the project.
please don't do it
Please don't make this another vision that doesn't happen. Please give this area the life, beauty it deserves. Invite people to our neighborhoods, welcome them and take away the fear.
Please look at the bigger picture and not just a health issue. That can be addressed in many ways besides a greenway.
Thanks for working hard on this. I have stopped biking as actively in the past two years but will enjoy speeding northbound on the new greenway!
The intent of this bikepath interferes with the function of family homes located along this route. The map is wrong. There are multiple traffic diverters west of the bike path that do not show and are not addressed.
The route should be made so that driving traffic is limited.
There are certainly other ways to encourage people to get exercise that to spend so much money on something that will be used by only few people in the warm months and rarely in the cold months (of which there are more)
Too unsafe
Want Minneapolis to be more bike aware. Will there be some PSAs to support driver awareness of more bike traffic? This means TV...the people who need this reminding may not have inclination to read.Include children in ads- these are most at risk on roads....Thanks for your hard work on this so far.
Why and how were these street chosen ? Residents are invited to attend a community meeting, but not until after decisions are made. there is no transparency in this process. Create a community involved process through application reviewed by impartial raters, not a council member selection process that may not provide an impartial viewpoint , or input and planning.
will it be safe or just a money maker for the greedy
Will you get rid of the traffic cut offs isolating neighborhoods between 26th and Lowry?
Live within four blocks of the proposed route
Done right, with the right amount of concern for the needs for a more integrated North park and non-motor transit way access with the very real economic concerns about building a more welcoming business environment to attract non-North patrons, this proposed project could be very successful and another jewel in the crown of beautiful parks!
I hope you are able to find funding for this project. I think biking is a great activity the City should endorse.
I talked to a representative at the Folwell Greenway gathering, and from what they said, along with the lack of funding, this project could take 10 to 20 years. As an avid cyclist in his 30's, I find it difficult to get enthused talking about a project that might not be completed till I'm near retirement.
I think this project will add value to property in North Minneapolis. It would be great to be able to commute to work downtown on a greenway. What about small businesses (geared to biking/walking/COFFEE) developing along the trail? are there any commercially zoned areas?
If there is funding to cover sports buildings
If there were a lot of bicycle travel on the that was safe, I could support it. All I see are gang bangers and have heard about muggings and one assault on a bicycle rider. Spend the money on police and public safety.

<i>Additional comments</i>
If you want to create a North Mpls greenway, do so in a way that won't be so inconvenient for motorists. While I want parks and biking trails, we shouldn't harm the functionality of the neighborhood.
I'm excited for it.
I'm just glad this is being worked on.
It is very exciting! The city needs this!!!
It's just another way to gentrify our community and to impose the wishes of people with power on those perceived to have none. It's foolish to spend that much money when there are other much more pressing needs here.
Let's get this project rolling! Also work on adding some additional east/west connectors, especially to the Mississippi River.
LIST THE REQUIRED MATERIALS ONLY AND THE ESTIMATED MATERIAL COSTS FOR THE PROJECT (soil amendments, herbicide, plant materials, seed, sod, construction materials, weed fabric, mulch, rodent protection, etc.) DO NOT INCLUDE LABOR OR EQUIPMENT and see what can be donated this is how we ran our program for seven plus years on \$0.00 funds. Thank You in advance. <i>[name removed to protect respondent privacy]</i> :)
My hope is that there would be signs indicating parks, schools, libraries that are not too far off the path.
Thanks!
The Greenway is a great idea. It should be incorporated more inclusively into neighborhood master plans that involve N. Mississippi Park, Webber Park, and the River-First planning phases. Everyone needs to work together and make the dreams a reality! Thank you!
The Northside really doesn't have to many areas that attract and hold people to a set area anymore. The more pockets of good solid inviting areas that will hold up, the safer our northside will be.
There needs to be direct flyer or mailing to property owners on the affected streets. I believe most people are unaware of this planning process.
this is a great idea!
This is exciting. Thank you!
This is REALLY cool for North Minneapolis!
what is happening with the Emerson bikeway?
While the idea is good to get people out to exercise I don't think it will be used. They closed the Y on Broadway to adults and Anytime Fitness on Broadway has had a sign opening soon for several months without any activity. I think there are other ways to encourage activity besides closing streets. I would rather see an indoor swimming/gym facility for adults. This I would use!!!
why are there no funds for this?
Why are you messing with our streets????? Consider other methods of getting people to exercise that won't put a burden on others.
Live elsewhere in north Minneapolis
A better use of the money would be increased police patrols in North. A greenway doesn't do any good if people keep getting shot for their bicycles.
Great idea! The more communal exercise and outdoor experiences we can have in North Mpls, the better the neighborhoods will be.
Great idea, I would love this and use it.
However this is constructed it's time. Residents in North are limited by their transit options as low-income individuals frequently do not have personal vehicles. This opens up cheap bicycle transit to some of the Minneapolis residents who need it most.
I am all for more bike routes to keep bikers safe from traffic.

Additional comments
I hope that the greenway projects take into consideration the major flooding that happens on 35th Ave between Russell and the parkway. This project was supposed to be completed soon- but I have yet to hear anything and the street floods several times per year when it rains.
I just think it is an awesome idea. Wish I were one of the lucky folks to live on the route!
I like the thinking here. We are a progressive city and perhaps there are people/companies out there that would help fund something like this. Keep improving our city! Great work.
I live 7 seven blocks to the west of the alignment. I believe a closer N/S route that connects to the emerson/fremont bike lanes is important. With Theodore Wirth/Victory Drive, Emerson/Fremont, 2nd Street North and the West River Road we are well served, but this would fill a gap. I would have preferred a route closer to Penn, but this is a more central route than the existing Emerson/Fremont bike lanes. I fell it is just as important to build out the 26th Avenue Bike Boulevard as it is central location in greater north.
I love that this idea is even seeing the light of day. It's a good sign that someone in Minneapolis is thinking of future livability!
I love this city. Thank you for your dedication to making it more people friendly.
I only WISH I lived on the greenway route!
I think it's a great idea and I hope it gets funded!
I think starting at the top and working your way down makes the most sense. At least it connects to something up there. Also, doing it over time is better than not at all. Look at Highway 100 project that took 45 years to finish, but it is finished.
If we are going to do this, I think it should really encompass all of North Minneapolis and not just a segment of the area. Also, I think that the Greenway should be inclusive to all except motorized vehicles.
I'm glad that there is some focus being put on North Minneapolis. Our bike infrastructure is definitely lagging behind the rest of the city up here!
It would be nice to increase the size of boulevards, more green/treed street medians, and plant more trees (especially on Webber Parkway).
It's a dumb idea
Less roadway more park!
Looks radical and fun! I've heard of the one in Seward and have always wanted to go see it.
none
Please commit to this project in full or not at all. North Minneapolis does not deserve to be planned again without action.
Please make this happen! It will benefit the North side so much and support a healthier way of living for all members of the community.
See earlier comments.
Thanks for proposing this project! I really hope that it happens!
Thanks!
This is a great project. I hope funding for construction can be allocated SOON!
We need a route for bikes only, not just trails. Other parts of town have it
Live outside of north Minneapolis
A project like this would make it far more likely for me to visit and spend money in the area. I love riding the bike trails of Minneapolis, and frequently stop and neighborhood establishments for food and novelty shopping.
Abandon the project, stop wasting tax dollars.

<i>Additional comments</i>
Congratulations on an outstanding project and design. One small process issue that could be related to my computer specifically, but my browser application (Safari) closed whenever I tried to open the route map linked from Survey Monkey, so I went to the City of Mpls website and successfully opened it there.
DO IT.
Even though I don't live in North, I frequent the Grand Rounds by bicycle, and have been a city of Minneapolis resident my whole life (45 years). I think the best place to begin might be the northern most section connecting the Grand Rounds due to the natural corridor that exists in that section. The second choice would be to connect the southern most section between the schools, however that option would be temporarily limited to just that section and cut off from the rest of the Grand Rounds until funding was available. At least the northern section would promote recreation traffic into the north side by way of the northern section. I propose a full-on Greenway, with no auto traffic, i.e. the Midtown Greenway or Milwaukee Ave.
Generally love the idea, and the proposed route does intersect will other routes that I ride, so I would certainly use it - though not as part of a daily commute.
Great idea!
Great idea!!
Great opportunity to provide make non-motorized transit more available to North Minneapolis residents, and residents through the city and region.
Great plan. Hope it comes to fruition soon.
Great work on this!
Greenways are great.
I am a taxpayer and property owner in Minneapolis who votes in Minneapolis.
I am in the city-this area at least 2-4 times a week.
I am pleased to see this area of Minneapolis getting bicycle infrastructure. Please have a plan to plow it during the winter.
I applaud Minneapolis for proposing the greenway project. I believe it is very important to take other forms of transportation seriously. We need to give usable space to those who choose to bike, walk, scoot, etc. It will make the city a brighter and better place. MPLS has already received attention for their bicycle efforts. Please do not stop. Do MORE, make MORE, go FURTHER!
I hope people living closest to the proposed greenway support it.
I hope that this project does not move forward.
I like that this is proceeding. Now get those dumb SOBs in St. Paul to allow for the extension of the Midtown link.
I live outside of North, but I work in North and this route would really make commuting to work via bicycle more of an option for me, because I now have to take so many industrial streets to get to work. This area already has so many people who take mass transit to get around, I think that this greenway would greatly add to the quality of life and transportation ease in North. Thanks
I love this idea, please make it happen.
I think the real key here is to get funding and awareness. This is not a wealthy part of Minneapolis, but that doesn't mean that they should be left out of the grand bike scheme and one of Minneapolis's principal trademarks that is the bicycle. Furthermore, many lower socio-economic populations rely more heavily on bikes, etc. for daily errands and commuting, as opposed to other places where a bike is more of a choice.
i think this is a great idea... thanks!
I think this is great. Would love to see the same thing happen to Bryant Avenue in South Minneapolis.

<i>Additional comments</i>
I think this needs to be looked at not only in North Minneapolis, but throughout the city.
I work in North Minneapolis and commute by bike from Whittier. I would love to be able to use a greenway to get to West Broadway!
I work in North Minneapolis and take the Cedar Lake Trail to the Theodore Wirth trail and would like to connect up to Broadway and Freemont more safely. I already bike this, but the greenway would make this commute easier.
I would feel great about the project if they just change the street and not bulldoze homes. choose streets that have alleys.
I'd prefer construction from north to south with a more clear terminus (i.e., connect to W River Pkwy or Cedar lake trail) if possible.
It would be nice if there were amenities along the way such as a bike shop, call boxes, and make sure it is welcoming and safe.
It's about time for a project like this in North Minneapolis!
Let's get it built!
Let's make this happen! I think it will help promote future greenway projects!
LOVE IT!
More greenways are good.
North Minneapolis needs projects like this to turn it around.
North Mpls is a key link in my bike commute.
Pay China back!
Security and maintenance must be funded along with the construction
Start the Greenway between Plymouth and Broadway. This makes the most sense because it is close to downtown routes and the houses along that route are very attractive. This would have such a positive impact on the area.
Thank you for continuing to improve our city by adding more bike and walking trails.
Thank you for this work. It's very exciting!
The city is making plans, without the funds, but had the money to plan the project that is not beneficial to the residents on the greenway.
The North side needs this kind of development to lure young urban residents to consider the North side as something other than "the only place I can afford to live". I am a realtor and I cannot tell you how often I hear that. I would love to be able to refute that opinion and this path would help.
This is a great addition.
This is great! I hope there is potential for more throughout the city!
This should be part be connected with other efforts to help the Northside and local organizations and citizens should be included and know it's benefits. It would be nice if the parks could have some gardens or etc...vegetable and rain gardens. Let the community take ownership. Also, when establishing this try to work with other organization that advocate biking to get more people on the northside on bikes.
This will need to connect to other bike trails to make it most useful.
We don't want or need greenways. We already have sidewalks and streets.
We need more of these! We need to shift the focus of Minneapolis as a walkable, pedestrian friendly, bike friendly, mass transit friendly city. We need to stop catering to the car! If there is any way to get this approved and started do it! That will further support green projects throughout the city. Good job, love that you are looking at this and proposing it! Thank you!
When can this type of project be replicated in other parts of Minneapolis? I'd like to have one on my street too.

<i>Additional comments</i>
While I do not currently live within NoMi, I would find increased green space to be a great benefit to the community, and add value to the entire city of Minneapolis.
Proximity to route not reported
<i>[no comments]</i>

Appendix I: Input from Lucy Laney and North High students

Input from Lucy Laney Elementary School students who are bicyclists, 2/15/13

Students liked the idea of the greenway. They thought it was in a convenient location. Many would be able to bike to school if the greenway was built. People in the area could use the greenway to go to work, to use Nice Ride bikes, and to get out and get active. Some people might use it for picnics, gatherings, BBQs, and playing soccer and catch. The students thought that races could be run on the greenway, and it could bring more races to the area. The students themselves thought they would use it for biking, walking, and skateboarding.

At the end of the meeting, all of the students gave the greenway a “thumbs up.”

Design preferences:

- Some students liked the half-and-half because it allows people on cars and bikes to get where they need to go, and people could access the front of their homes with their cars. It’s good for everybody.
- Some students like the full greenway because bikes are totally separated from cars, it’s a safe space for kids, and it would provide a lot of green space, and bikes and pedestrians are always separated from each other.
- The students did not like the bike boulevard concept – they thought it would be dangerous to bike on, and they don’t like biking on the street. They didn’t think it would slow traffic down, and cars would not be careful if they were in a hurry. Bikes would be hard to see at night. Most students’ parents wouldn’t let them ride on one.

Input from North High Geography Students 2/26/13 (4 periods of class provided input)

Like about route:

- It can get you lots of places; it would be a really fast way to get around; it’s a nice straight route
- It’s an easier way to get around than the bus is
- It’s a safe and easy way to get around
- It goes by schools and parks
- It passes by North High
- It’s really convenient, not too far from my house
- Would help people exercise, improve health

- Would improve the environment, less pollution and cars; going “green”

Dislike/concerns about route:

- Cuts off some streets
- There might be more traffic on other streets
- Crime, people can get hurt
- It’s not on any main streets
- Streets would be shut down and it would take more time for some people to leave their homes
- That they plan to go down my street
- It seems pointless
- It’s not really safe, the area is not the best
- Would it lower the crime rate?
- Would be a waste of money

Like about greenway designs:

- Makes things greener; more plants and trees; makes things look better; it’s beautiful
- Gives an advantage to bikers and walkers
- Provides a lot of safety
- It’s creative
- Less cars
- Half-and-half still allows cars
- It’s a place to have fun and exercise
- The intersections with busy streets stay open
- Kids can use it
- Provides recreation
- Bikes and pedestrians are separated

Dislike/concerns about greenway designs:

- That there could be less sidewalks
- Covers up most of the streets
- No room for cars on the full linear park greenway, but maybe too many cars on the half-and-half greenway
- Not as many places for cars to drive
- No parking on the street, not having a place for guests to park in front of homes

- Greenway takes up too much space
- Concerned that rent would go up, that the neighborhood would gentrify
- Is this really going to help the North Side?
- Is this going to be safe?

Design preferences:

- Bike boulevard – like the traffic circle with plants in the middle
- Full linear park – it looks better
- Half-and-half – both cars and bikes can use it; should be half-and-half along the whole greenway

If/how they would use the greenway:

- Yes, I would use the greenway to :
 - Get places (I already walk everywhere, I don't want to always have to ask for rides, provides easy access to get places; it's a straight shot)
 - Stay healthy
 - Skate board, bike, jog, walk
 - Get to school quickly
- No, I wouldn't use the greenway because:
 - I plan to drive places
 - I would worry about getting robbed and whatnot

Preference for greenway in front of their homes:

- Yes, because I could just walk out of my house and use it.
- No, because
 - It would mean less parking spaces; would block my street
 - I'm concerned about robberies; I'm concerned it would be dangerous, especially for children
 - It would bring more noise; concern about noise from bike bells
 - I like privacy, don't want lots of people walking in front of my house
 - I live a street that is too busy to be a greenway but I agree with the greenway plan
 - You couldn't do fireworks on the 4th of July

Ideas

- There should be stores by the greenway
- There should be Nice Ride bikes by the greenway

- Make the bike trail a different color so people can know about it
- Have good lighting
- Put up paintings/art
- Put maps of the greenway along the route so people don't get lost
- Would like basketball hoops along the route
- Would be good to have bike shops along the route