

# CONNECTING THE COMMUNITY

## THE IMPORTANCE OF COLLABORATION:

Part of our success is due to the strong partnership and support between Lake Street Council (LSC), Midtown Greenway Coalition, local neighborhood organizations, City of Minneapolis and Hennepin County. Funding from the University of Minnesota's Center for Urban and Regional Affairs and Blue Cross/Blue Shield of MN was also critical to the success of the project.



## ABOUT THE PROJECT:

"I am often trying to cross Lake Street as I make my way north or south to the Greenway, so I would like better connections to cross the busy street."

This summer, we were able to gather community input and ideas on increasing bike and walkability on North-South routes along the Lake Street corridor, where future transit stations are most likely to be placed. This memo will focus on the engagement methods chosen and the most relevant feedback from each, along with some new ideas to improve these connections. Through an online survey and a series of focus groups, we were able to obtain a set of macro and micro data of community identified issues and potential solutions. City and County elected officials and staff have been receptive to integrating this data into short and long term planning and budgeting.



## WHO WE'VE REACHED:

1200 people contacted

*through tabling, emails and flyering*

210 complete survey responses

Over 25 focus group participants

## THE SURVEY:

We have created an online survey in Qualtrics, available at [z.umn.edu/lakestreet](https://z.umn.edu/lakestreet). The survey was distributed through the communications available by Lake Street Council and its partners, including outreach to individual businesses, social media and listservs, distributing fliers, and tabling at Midtown Global Market and the Bike Week events. A full export of the raw data collected in the surveying process is available for viewing online as an appendix to this report.

## WHAT WE USE THE GREENWAY FOR:

1. Exercise (117 respondents)
2. Running Errands (113 respondents)
3. Visiting Friends (93 respondents)

73%

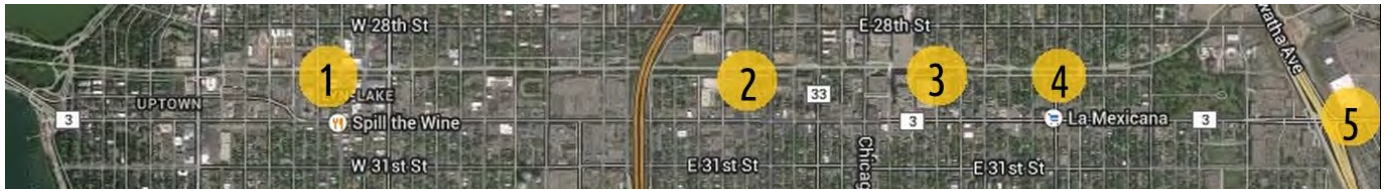
73% of respondents expressed feeling neutral to happy about safety along the Greenway

87%

87% of respondents anticipated walking or biking to a future trolley or BRT stop

# CONNECTING THE COMMUNITY

## THE WORKSHOPS:



We have conducted a series of five community meetings, which included a walking tour and charrette, located at key North-South intersections along the Greenway and Lake Street. These meetings were held at local businesses and organizations along the corridor including: Elan Uptown, Safari Restaurant, the Midtown Bike Center, In the Heart of the Beast Theater, and Harriet Brewing.

We have had sets of 5-10 stakeholders at each focus group. Each event started with a walking survey and small group discussion and charrette afterwards. Many stakeholder groups were represented:

- bicycling community
- planning and organizing community
- business owners or nonprofit leaders
- Somali youth
- walking community
- elected officials or staff

Some participants just filled out the walking survey, but did not participate in the discussion.

### THE HEART OF THE BEAST WORKSHOP:

The Bloomington Avenue meeting at HOTB was the most relevant and specific to transit planning because it will be the location of a planned transit intersection.

Charrette participants discussed...

- A new wheel well at the Bloomington Avenue stairs
- Traffic calming and longer intervals at street crossings
- Increased low-maintenance plantings and public art
- Trash cans
- Signage and wayfinding
- Discounts at businesses where you "carry a helmet"
- Better lighting

- 1 DUPONT AVENUE
- 2 4<sup>TH</sup> + 5<sup>TH</sup> AVENUES
- 3 10<sup>TH</sup> + 13<sup>TH</sup> AVENUES
- 4 BLOOMINGTON AVENUE
- 5 MINNEHAHA AVENUE



LSC  
Walking survey on 29th Street in Uptown



LSC  
Walking survey on Lake Street and Park Avenue



LSC  
Post-it comments at the Elan Uptown Workshop



# CONNECTING THE COMMUNITY

## KEY AREAS OF IMPROVEMENT:

1. North-South connecting bike lanes that are marked or stamped as a Bike Boulevard
2. Increased and improved lighting
3. Increased signage and wayfinding

"I think the Midtown Global Market is the premier example of missed opportunity on the greenway. The new park there is great, and a nice space, and the ramps make it easy for bikes to get on and off safely. But there's hardly anything that would direct a person to the global market, a major destination."



MGC

Current lighting options on the Greenway



CC

NiceRide maps and wayfinding at a kiosk



CC

Dedicated, striped bike lane

## SUGGESTIONS FOR BETTER CONNECTIONS:

1. Wayfinding such as signage and maps will encourage use of the Greenway and Lake Street
2. Public art, such as painted paths, is a way to connect these corridors
3. Wider sidewalks, particularly on North-South streets, will help to accommodate pedestrian traffic moving to and from these corridors

"Physical improvements would allow me greater access to the destinations I love."



MGC

Stamps and colored pavers at the CEPRO park on the Greenway



CC

Wide sidewalks allow for pedestrian flow in a shopping district



CC

Wayfinding signage on the Grand Rounds in Minneapolis

# My Report

Last Modified: 10/01/2014

## 1. Your Name

Text Response
Lori Young Williams
Paula Williamson
Paul Ching
Janet Dalgleish
Richard Kleinschmidt
Alyssa Erickson
Tony Desnick
Emily Wise
Melissa Schneider
Kirk Knutson
Farouk Athlathini
Nathan Warriner
Julian Ward
Joshua Houdek
Bradley Hunt
Amy Brugh
Brian
Tavia Parker
Amanda Burgdorf
Jeff hayden
Brian Rosaaen
Elissa Schufman
Theresa
Laura Murray
Jim Young
Ben Zimmerman
Lindsey Wallace
Carrie Sandgren
Kameron Markworth
Sue Kirchoff
Kate Nelson
Karen Haselmann
Lori Wheatcroft
Janet Harvey
Kari Volkmann-Carlsen
Sam
Patricia Lemm-Tabor
Sarah Lawrence-Lupton
Thatcher Imboden
Guthrie Byard
Tara Evans
Dylan
Nadya
Richard Parnell
Katie Jones Schmitt
Brandon Sullivan
Shanna Henke
Adosh Unni




Peggy C
Brennan Furness
Serafina Scheel
Erik ostrom
Lori Robinson
Richard Anderson
Krysta Tanico
Matthew Arriola
Luke Van Santen
David FRanze
Matthew Melewski
Matt Rector
Patrick
Mike Beck
Ariel
Joe Poepping
Luisa Brandao
Colleen Aho
Anson Cutts
Palma Cady
Patrick Smith
Miles Sibley
Jayne Solinger
Steph Jacobs
Zinta Pone
Casey
Thomas Blackstock
Grant Boelter
V. Scott Holmgren
Daniel Swenson-Klatt
Joe Ede
Blake Kellar
Matt Frank
Susan
Sam
Benjamin Riggs
Patrick Jones
Molly
Andrew Bell
Maura Ryan
Nicole Robinson
Susan Elsner
Angela Bortel
Elizabeth MacNally
Geoffrey Kemp
davy beam
Nick Kowalewski
Stephanie
robert glesener
Dirk Duane
Dragan Colakovic
Paul

This table has more than 100 rows. [Click here to view all responses](#)

Statistic	Value
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## 2. Gender

#	Answer	Bar	Response	%
1	Male		87	47%
2	Female		95	51%
3	Other		4	2%

Statistic	Value
Min Value	1
Max Value	3
Total Responses	186

### 3. Age

#	Answer	Bar	Response	%
1	66+		5	3%
2	46-65		61	33%
3	31-45		70	38%
4	19-30		49	26%
5	13-18		1	1%
6	Under 13		0	0%

Statistic	Value
Min Value	1
Max Value	5
Total Responses	186



#### 4. Your Address

Text Response
3031 Eqing Ave S #350 Mpls. 55416
1220 East 22nd St
2221 University Ave SE,Suite 400,Mpls,MN 55414
3828 Harriet Ave S
2303 Kennedy St NE Minneapolis MN 55413
3722 Standish Ave
St. Paul, MN
4305 33rd Ave S Minneapolis
3016 21st Ave S #4, Minneapolis, MN 55407
4009 21st Ave. S., Minneapolis, MN 55407
9712 Cimarron Circle Minnetonka MN 55305
1810 E. 34th Street, Minneapolis, MN 55407
2216 Grand Avenue South, Minneapolis, MN 55405
2820 37th Ave S
2747 Stevens Ave, #306
4533 17th Ave S, 55407
1120 29th Ave NE, Mpls, MN 55418
1614 E 24th st, Minneapolis, MN 55404
4018 3rd ave so
2911 15th Ave S Apt 2
1022 E 36th Street, Minneapolis, MN, 55407
3022 40th Ave South
2201 Milwaukee Ave., Minneapolis, MN 55404
2225 Folwell Ave, Falcon Heights, MN 55108
2521 Garfield Ave S
5122 James Ave South, Mpls
2800 38th Ave S
2952 37th Avenue South, Minneapolis MN 55406
2912 41st Avenie South, Minneapolis, MN 55406
2801 37th Ave South
5227 14th avenue south
2928 38th Avenue South, Minneapolis
3825 12th Ave S Minneapolis MN 55407
3145 Dupont Ave S
100 W 38th Street, Minneapolis, MN 55409
3304 30 th Ave s
5845 Irving ave s
3513 44th Ave So. Mpls, MN. 55406
4833 York Ave. So. Mpls 55410
2921 39th Avenue South
40th St & 43rd Ave
2849 37th Ave S, Mpls. MN
2448 Colfax Ave. S
2656 Bryant Ave S #8, Minneapolis, MN 55408
2101 Bryant Ave S
3215 31st Ave S, Minneapolis MN 55406
56th & Pillsbury, recently 27th St & 17th Ave S, many years at 27th & Bryant Ave S
3228 46th Ave. Minneapolis, MN 55406
156 Bedford St. SE
3142 Lyndale Ave. S #4
29xx 38th Ave. S.
210 W Grant St

4001 10th Avenue South, Mpls MN 55407  
 2521 Pleasant Ave Minneapolis 55404  
 Minnetonka  
 2300 Irving Ave S 55405  
 2929 Chicago Avenue Minneapolis, MN 55407  
 3010 35th ave  
 2911 15th Ave S  
 201 E Franklin Ave #3, Mpls, MN 55404  
 3328 Blaisdell Ave. S  
 2904 42nd ave south  
 3511 12th Avenue S, Minneapolis, MN 55407  
 2852 37th Avenue S Minneapolis MN 55406  
 3744 harriet ave  
 24xx Girard So.  
 3137 32nd Avenue South  
 3132 43rd Ave S Minneapolis MN  
 21XX 27th Ave. South  
 510 W 33rd St  
 3116 Irving Avenue S. Minneapolis MN  
 2704 Pillsbury Ave. S., Minneapolis  
 3401 1st ave a, minneapolis  
 2504 34th Ave. S., Unit 1  
 675 Simon Ave., St. Paul, MN  
 4034 Blaisdell Ave. S. Minneapolis  
 134 E 18th St Mpls 55303  
 3246 37th Ave S  
 528 Hennepin Ave., Suite 703 Minneapolis 55105  
 3133 16th ave s  
 Hopkins MN  
 1406 Spruce Place, 55403  
 1624 Hewitt Avenue, St. Paul, MN. 55104  
 132 west 35th street, Minneapolis, MN 55408  
 3400 Lyndle Avenue South  
 2708 West River Parkway MPLS 55406  
 3113 Longfellow Ave.  
 4632 43 Ave S, Minneapolis Mn 55406  
 3201 Bryant Ave. S.  
 2314 East 37th Street Minneapolis MN 55406  
 2011 3rd Ave S  
 123 w 33rd st #100 mpls, mn, 55408  
 W. Calhoun Blvd, Minneapolis, MN 55416  
 Central Neighborhood in South Minneapolis  
 104 w27th st apt 2 Minneapolis Mn 55408  
 1924 Washburn Ave N Mpls 55411  
 3108 3rd Ave S  
 2210 26th ave s.  
 3418 Garfield Ave  
 3604 Stevens Ave

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Statistic	Value
Total Responses	169

## 5. Email (for drawing)

Text Response
youngwms@yahoo.com
paula.williamson53@gmail.com
pkwching@yahoo.com
richard2303k@yahoo.com
alys sajackson@gmail.com
desnick@niceridemn.org
emily.wise@gmail.com
bdreams@gmail.com
kirk_knutson@hotmail.com
mfarouk.tawfik@gmail.com
red1nato@hotmail.com
ward0154@umn.edu
joshua.houdek@sierraclub.org
bradpants@gmail.com
amybrugh@gmail.com
briker8@gmail.com
tavialparker@gmail.com
burgdorf.amanda@gmail.com
Jeffreydhayden@gmail.com
brian.rosaaen@hennepin.us
schufman@gmail.com
lwmurray@gmail.com
jyoung4@visi.com
zimme003@umn.edu
lindsey.ann.wallace@gmail.com
csandgren@gmail.com
kameronmarkworth@gmail.com
kirchoff@umn.edu
wagts001@umn.edu
hase@umn.edu
LW5227@yahoo.com
harveyvidas@msn.com
kaitlin.frick@gmail.com
volk0084@umn.edu
smwllc428@gmail.com
patricialemm@yahoo.com
Slawrencel@yahoo.com
Thatcher@ouruptown.com
gbyard@gmail.com
nfdmpls@yahoo.com
dylanflunker@gmail.com
ntrytan@yahoo.com
rwp13@gmx.com
katiemjones0@gmail.com
henkeshanna@gmail.com
adosh.unni@gmail.com
rahpeanuts@gmail.com
bcfurness@gmail.com
serafinaep@gmail.com
resident@erikostrom.com
gabooeroni@hotmail.com
richard55403@gmail.com

krysta.tanico@gmail.com
arri0034@umn.edu
lukevs@gmail.com
dlfranze@gmail.com
mmelewski@gmail.com
Rector.matt@yahoo.com
d56mike@gmail.com
thilwy@gmail.com
Joepoepping@gmail.com
pessol1@gmail.com
collaho@aol.com
palma@visi.com
patrick.kevin.smith@gmail.com
ameyer@seward.coop
Miles.Sibley@gmail.com
solinger.sorensen@comcast.net
Stephj_1999@yahoo.com
zintapone@yahoo.com
Wblackst@alumni.nd.edu
grantboelter@gmail.com
scottholmgren@comcast.net
daniel@butterbakerycafe.com
jede@visi.com
blakekellar@gmail.com
mjfrank84@gmail.com
svate001@umn.edu
sjcleve@gmail.com
deisum@gmail.com
jonez@mac.com
themollysullivan@gmail.com
andrew@twintown.com
mo@mauraryan.com
robinsnc@gmail.com
saelsneer@yahoo.com
zoequoi@gmail.com
emacnally@gmail.com
geoff.kemp@gmail.com
wdavy@me.com
nkowalewski4@gmail.com
stephanielynnrogers@gmail.com
robertglesener@gmail.com
dirkduane@yahoo.com
draganmpls@icloud.com
Paulabthonylee@hmail.vom
philip.n.schwartz@gmail.com
lbacher@gmail.com
bwdowney@live.com
davekranz@msn.com

**This table has more than 100 rows. [Click here to view all responses](#)**

Statistic	Value
Total Responses	166

6. Can we add you to our E-Newsletter about Lake Street?

#	Answer	Bar	Response	%
1	Yes		103	57%
2	No		78	43%

Statistic	Value
Min Value	1
Max Value	2
Total Responses	181



7. Can we add you to our E-Newsletter about the Greenway?

#	Answer	Bar	Response	%
1	Yes		35	66%
2	No		18	34%
	Total		53	





Statistic	Value
Min Value	1
Max Value	2
Mean	1.34
Variance	0.23
Standard Deviation	0.48
Total Responses	53

8. Do you travel on the Greenway?

#	Answer	Bar	Response	%
1	Yes		178	97%
2	No		5	3%

Statistic	Value
Min Value	1
Max Value	2
Total Responses	183

9. What modes of transportation do you use on the Greenway?

#	Answer	Bar	Response	%
1	Bike		176	98%
2	Walk		45	25%
3	Rollerblade		9	5%
4	Other (describe below)		9	5%

Other (describe below)
Run
rollerski
Rollerski
run
Rollerski
Rollerski
Jog
run
jog





Statistic	Value
Min Value	1
Max Value	4
Total Responses	180

10. Do you travel on Lake Street?

#	Answer	Bar	Response	%
1	Yes		175	95%
2	No		10	5%

Statistic	Value
Min Value	1
Max Value	2
Total Responses	184

11. What modes of transportation do you use on Lake Street?a

#	Answer	Bar	Response	%
1	Drive		148	82%
2	Bus		91	50%
3	Bike		96	53%
4	Walk		94	52%
5	Rollerblade		1	1%
6	Other (describe below)		1	1%

Other (describe below)

Statistic	Value
Min Value	1
Max Value	6
Total Responses	181






12. How often do you use public transit?

#	Answer	Bar	Response	%
1	Never		11	6%
2	Less than once a month		63	34%
3	Once a Month		15	8%
4	2-3 Times a Month		39	21%
5	Once a Week		10	5%
6	2-3 Times a Week		24	13%
7	Daily		26	14%

Statistic	Value
Min Value	1
Max Value	7
Total Responses	183

13. If using a mobility device or stroller, please indicate type

#	Answer	Bar	Response	%
1	Stroller		10	77%
2	Wheelchair		1	8%
3	Adapted Bicycle		0	0%
4	Other (describe below)		2	15%

**Other (describe below)**

cane at times for balance issues from MS

grocery cart (not really a mobility device but funtions like one especially on bus where it takes similar space)

Statistic	Value
Min Value	1
Max Value	4
Total Responses	13

14. Do you travel between the Greenway and Lake Street?

#	Answer	Bar	Response	%
1	Yes		168	91%
2	No		16	9%

Statistic	Value
Min Value	1
Max Value	2
Total Responses	184

15. Do you use any of the following thruways from the Greenway to Lake Street?

#	Answer	Bar	Response	%
1	Bryant Avenue S		100	58%
2	4th/5th Avenue S		20	12%
3	10th/13th Avenue S		50	29%
4	Bloomington Avenue S		36	21%
5	Minnehaha Avenue S/ 29th Avenue S		95	55%
6	Other (please write here)		59	34%

Other (please write here)	
Harriet Ave Garden	
21st Ave S	
Park Ave S	
Hiawatha Ave, 21st Ave	
21st Ave S	
38th Ave S	
36th Avenue South	
West RiverRoad	
39th Ave	
17th/18th Ave	
Girard	
42nd ish--don't know exact exit	
38th Ave S	
west river road	
Blaisdell/1st, Girard, Humboldt	
38th Ave.	
lyndale ave	
Irving Ave	
34th Ave by Anne Sullivan	
Blaisdell Ave S/1st Ave S	
38th ave south	
33rd Avenue South	
38th Ave	
36th Ave S	
Park, Portland, Nicollet, 26th Ave., West River Prkwy	
18th ave exit, 17th ave to lake st	
Blaisdale/1st	
Nicollet	
18th and 17th Ave.	
21st AVE? unsure	
Park/Portland, Irving, city Lake roads,	
blasdale ave	
3rd Ave S to E 29th St to th Ave S	
39th Ave	
Irving Avenue S and Girard Ave	
21st Ave S, Hiawatha Ave	
18th Street	
22nd Avenue	
18th	
27th Avenue S	
chicago	
21st Avenue S, Park Avenue S	
17th Bike blvd, Park/Portland	

18th Ave and 21st Ave
Park/Portland
Portland
21st Avenue and 17/18th avenue
1st/Blaisdaell
Park, Portland,
21st St (behind YWCA to 28th/Greenway)
17th Avenue So
21st Ave. S.
21st Ave S
Hiawatha Ave
36th Ave S
18th Ave S
West River Parkway
HWY 55 RAMPS
30th ave

Statistic	Value
Min Value	1
Max Value	6
Total Responses	172



16. When you use the Greenway, will it be to...

#	Answer	Bar	Response	%
1	Get to work		95	52%
2	Run errands		122	66%
3	Exercise		123	67%
4	Visit friends		99	54%
5	Catch the bus		9	5%
6	Other (describe below)		38	21%

Other (describe below)
Leisure
avoid Lake Street
recreation
walk dogs
Grocery shopping
Leisure
Meetings
perform art
get to the Lakes
attend events
recreation/transportation
leisure
Recreation
shop, family outings
Walk dog
recreation
Socialize
Bike to entertainment
Recreation
daycare commute
special events
volunteering or meetings
Go out in Uptown
Shopping
Get to the West Bank
recreation like dining
fun/entertainment
To get across town for any purpose in a quick way.
Pleasure ride
Go to Uptown or Seward areas
Urban hiking as entertainment more than exercise
go to meetings
Restaurants/coffee
transportation to an event or happening near lake or as part of journey to another destination
go from Corcoran to Uptown for movies, museums, etc.
Go to eat










Statistic	Value
Min Value	1
Max Value	6
Total Responses	184

17. Do you think the connecting streets linking the Greenway and Lake Street need to be improved?

#	Answer	Bar	Response	%
1	Yes		146	82%
2	No		33	18%

Statistic	Value
Min Value	1
Max Value	2
Total Responses	179

18. Out of the options below, drag ones over to the box that you think might be helpful additions to this connection between the Greenway and Lake Street.

#	Answer	Bar	Response	%
1	A) Increased lighting		101	64%
2	B) Plants and trees		62	39%
3	C) Paint/Improve signage on overpasses indicating streets/directions		86	55%
4	D) Bike lanes that are marked or stamped as a Bike Boulevard		110	70%
5	F) Curb Cuts		57	36%
6	H) Signage for businesses and directions		90	57%
7	I) Protected Intersection		85	54%
8	J) Upgrade Fencing		17	11%
9	K) Reflective signage or markings		67	43%

Statistic	Value
Min Value	1
Max Value	9
Total Responses	157

19. What would you imagine to create ideal connections between the Greenway and Lake Street?

Text Response
I never feel safe biking from the Nicollet Ave ramp to the south side of Lake Street. Lake and Blaisdell intersection is too busy.
I am most often trying to cross Lake Street as I make my way north/south to the Greenway, so I would like better connections to cross the busy street. My main crossing is at Hiawatha and Lake, and there are well marked crosswalks and crosswalk signs that make the crossing easy. This type of infrastructure isn't found at a lot of the Lake cross streets, however. The ideal connection would be well labeled, have a dedicated bike traffic light (like 40th St S and Cedar) to cross Lake, and have clean and clear roadways to travel between the Greenway and Lake.
Making cyclists a priority on these specific connections: protected bike lanes (or at LEAST bike lanes/boulevards) and adjustments to traffic lights - i.e. the lights at Lake St and 21st Ave S (a very heavily cycled Greenway connection) take an incredibly long time to change for crossing Lake St. - which a lot of cyclists just end up ignoring and going through the red when there is a lull in Lake St traffic. This is also awful at night when there is very little Lake St vehicle traffic and cyclists have a long wait at the red--I see this as a safety issue.
<a href="https://umn.qualtrics.com/ControlPanel/Graphic.php?IM=IM_55CIE8Ht8SIFTPT">https://umn.qualtrics.com/ControlPanel/Graphic.php?IM=IM_55CIE8Ht8SIFTPT</a>
Better signs indicating what business are accessible at any particular exit
I use the Greenway on a daily basis, but rarely travel to anything along Lake Street. In my case, the issue is not so much the quality of ACCESS to businesses on Lake Street, as the lack of appeal of the Lake Street area itself, and lack of bike-friendly infrastructure along Lake Street.
Protected bikeways.
All along Bryant, in the winter have parking on one side only. Cars pass too closely and plowing not adequate.
Bike Boulevards for all and maybe "bike coming" warning lights for drivers.
Dedicated bike lanes that are well lit, with more no-parking clearance near the exits.
<a href="https://umn.qualtrics.com/ControlPanel/Graphic.php?IM=IM_1LkNG4K6LC3JjO5">https://umn.qualtrics.com/ControlPanel/Graphic.php?IM=IM_1LkNG4K6LC3JjO5</a>
1) Better signage, 2) bike lanes on the connecting streets and on Lake St.
<a href="https://umn.qualtrics.com/ControlPanel/Graphic.php?IM=IM_1LkNG4K6LC3JjO5">https://umn.qualtrics.com/ControlPanel/Graphic.php?IM=IM_1LkNG4K6LC3JjO5</a>
signage and marked bike lanes -- perhaps painted green
Lake Street is too busy, too many cars, too much auto drivers road rage at cyclists. Move this one block over fro a beter result.
The most difficult connecting street for me which wasn't listed here is First Avenue to the Nicollet ramp. The span of First Avenue from Lake Street to that ramp is always kind of scary because it is difficult to cross over to the left side of the road where the bike lane is, and there are always busses and cars that don't really seem to accommodate cyclists.
Seamless access from popular bike streets. For instance, 17th ave was just made a bike boulevard south of Lake, but you need to cut over to 18th to catch the greenway. North of Lake, 17th isn't marked with a bike lane. Also, when coming off the greenway onto 10th by the midtown market, there is sometimes a lot of car traffic, and it's hard to see: there's a hill and often cars are parked on it, so it can be difficult to safely exit the greenway going south when you need cut across traffic. It would be helpful if cars weren't allowed to park in certain areas to improve visibility, or if there was some signage for cars to be careful that bikes are exiting.
Better sight lines for exiting ramps from Greenway. Many exits are an uphill adventure blocked by buildings, etc. and right into traffic lanes.
An attractive, well lit, well populated pedestrian and bike-oriented connection between the two and beyond that had clear, accurate signage that communicated which exit to take, direction to go to lake street once at top of exit, and some destinations. The attractive connection would likely be clean, not be broken (no broken fences, lights, etc), have landscaping along the sidewalks, have bike lanes with safety features where the exit connects with the street, and plenty of random people walking around.
Of the streets identified, I primarily take Minnehaha (26th) to get onto the Greenway. It can be confusing near 28th st. if I want to turn left onto that street from Minnehaha/26th. I would encourage easier/bigger signage and directions at that intersection as well as where the Greenway passes over Minnehaha. Cars seem to inconsistently stop for bikers regardless of the current signage.
They seem fine. I don't mind just exiting one of the ramps and using a small side street to reach Lake Street. That said, I do adore the snazzy entrance etc. at Midtown Market. Signage is always nice too, to know where to exit to reach certain destinations. I would use the Greenway more at night if it were better lit, and if the ramps didn't feel a bit like a trap for violence.
Maybe some better protection where the Greenway crosses existing streets, similar to the flashing lights on Minnehaha (but add an automatic motion sensor, instead of just a button).
The extra signs would be nice, but my main complaint is the steep grade of the Bryant ramp. It is brutal, especially if I am carrying any weight on my bike. I understand that such feedback isn't really what you are looking for, but it is the biggest obstacle I have. More ramps off the Greenway in Whittier would be my other major suggestion. I want to move to the Whittier neighborhood, but one of my major reasons for not doing so is that Nicollet is the only access point.
liquid libation providers at Greenway intersections: coffee, juice, adult beverages, snacks and sammies, bike shops that can do quick repair turnarounds, heated bus shelters w/GOTO purchase stations (as at light rail)
Something that is as safe and inviting as the greenway, with little traffic combined with greenspace and trees.
exclusive bike paths. ENFORCED crossings--meaning that cars are required to stop for bikes/pedestrians crossing the roads, and that requirement is continually enforced.
Better signage on/near Lake St. (and 26th/28th St.) pointing to Greenway entrances
Like Park / Portland?
A dedicated ramp that extends toward Lake Street, with signage and traffic designed to accommodate it.
Less steeply graded ramps to get off the Greenway
Bicycle friendly streets to/from greenway
More bike-friendly lanes/markings on Lake Street itself, so I would look at it more like a destination I would feel safe riding my bike to and on.
Very clearly marked bike lanes or bike boulevards specifically on the span of roadway from the Greenway to Lake Street so that bikes know and can see very clearly how to go from the Greenway to the street to connect to Lake Str.
Make drivers obey laws!
Better signage from major bike arterials to greenway entrance (specifically at bryant, 1st, and blaisdell.)
I think the Midtown Global Market is the premier example of missed opportunity on the greenway. The new park there is great, and a nice space, and the ramps make it easy for bikes to get on and off safely. But there's hardly anything that would direct a person to the global market, a major destination. I would love to see greenway level access directly to the global market on the south side (complete with lots of bike parking!). I'm sure it's easier said than done, but an organized effort to provide some sort of greenway level amenity and presence by Lake St. businesses/destinations could really be a positive for everyone! I enjoy the fact that the greenway provides a bike super highway through the city, but would love to see more done to connect it with the many fantastic destinations along the route. On the easier end, heavy signage could really help.

Turning from Greenway ramps to the north-south streets makes me nervous. Turning from north-south streets to Greenway ramps is difficult when it requires crossing traffic lanes.

Signage of how and where to access the ramps up / down to the greenway

While I know the Greenway is there - I am rarely aware of it when on Lake Street - especially where actual entrances are. It seems that vibrant, consistent signage and street pathways at or on Lake Street could raise visibility a lot.

In my mind, the north-south connection would benefit from a bike lane and signage so motorists know to expect bike traffic.

Stronger signage for cross streets, local businesses and connecting public transit lines, creation of more ramps, stair cases and elevators between Greenway and Lake Street, color coded way finding system of paths, turning 29th into a pedestrian/transit mall (no car access) with upgraded paving and landscaping

more exits, make mor of the exits less steep grades.

Pedis first , bumb outs

Nodes of commerce, or Greenway Specific entities that remain open early and remain late. This is not only a draw but points assistance and security. The Greenway can be very dangerous.

The above checked and safety

All of these options would be beneficial. But not really specific to the routes near my location. My situation is frustrating but could be worse, this I realize. As a biker, who lives one block south of Lake Street, the closest access points for me to the Greenway are 21st and 18th. 21st adds at least a mile to my commute. 18th is dangerous and inefficient, as is using Cedar or Cedar and Lake to get to 18th. 17th is a designated bike path, but I must go three blocks out of my way and stop at five lighted or four-way intersections. So depending on the time of day, I prefer to use 18th, which is less safe than 17th but easier to navigate. I should note, I have not yet attempted to bike in the winter, but am considering this option. A big concern would be how the road conditions are leading to the Greenway.

I think there needs to be continued development with a view to integrating the two space, which means serious consideration about the streets running along the greenway. I think Bryant ave. is pretty successful. as you head east, it becomes less so simply because of the age and older nature of the surrounding streets and structures.

better delineated bicycle lanes, protected with berms and plants, would be my suggestion.

Either a protected/buffered lane or wide bike lanes on as many roads between Lake St and the Greenway as possible. I also think some bike repair stations and gardens in vacant lots would be a great attribute as well.

More bumpouts at Greenway entrances and exits, especially 10th and 11th Avenues! Also, maybe "No Parking" signs? I've seen the Greenway entrance ramp on 10th Avenue blocked by parked cards before.

Signage clearly indicating who has the right-of-way in lanes where the Greenway crosses streets. Bikes don't always have the right-of-way and when they act as if they do, it creates a dangerous situation for themselves and others, and it also angers drivers, making the rest of us look bad, and decreasing their willingness to share the road.

Dedicated bike lane

Intersections that provide good visibility when crossing through on bike or in a car. Many intersections allow cars to park right up to the corners, making it difficult for people to see who else is coming into the intersection from other directions. This is especially so in Uptown.

Clear signage particularly on Lake St and nearby streets that show where you can enter the Greenway, signs telling you an exit off of the Greenway is coming up. Bike lanes/bike boulevards on connecting streets.

protected bike lane on 21st Ave S

Better signs, protected lanes (from cars and other traffic), more lighting at night, etc.

- No right turn on red at Lake Street intersections with Avenues that also have ramps to the Greenway. - Bike boxes at Lake Street intersections with Avenues that also have ramps to the Greenway. - Overpasses for lesser used Avenues over the Greenway could also be closed to automobile traffic and only be used for bikes and pedestrians. The absence of car traffic could create public space and gardens.

[https://umn.qualtrics.com/ControlPanel/Graphic.php?IM=IM\\_0lhjSoCCHanHJwF](https://umn.qualtrics.com/ControlPanel/Graphic.php?IM=IM_0lhjSoCCHanHJwF)

Bike-only street/plaza

some obvious, clearly marked way to get from Midtown/Lake St. light rail station to the Greenway. It is baffling.

Bicycle traffic-specific light cycles.

exit south near Midtown market

Better visibility so cyclists can see other cyclists when entering the Greenway - cut down plants blocking view Good lighting at top of exits so cars can see cyclists better Bike crossing lights like the one on the Park Ave S. Greenway exit

Improvements that intentionally slow traffic down or make drivers more aware of cyclists. Reducing numbers of lanes or adding dedicated bike lane spaces to connections. Putting in better crossing lights that can detect cyclists at busy intersections.

On street bike lanes

Better lighting. it is very scary to bike some parts at night. Especially as a woman. There are a lot of dark places that i feel could potentially be a place to be attacked if I had a flat tire, etc.

Main concern as a ped/cyclist is speed of cars. Need to reduce the speed of cars. Narrower travel lanes, less of them, curb extensions, etc.

Fixing potholes and paving south Minneapolis streets for safety.

Signage needs to be updated, it can be confusing for first timers.

Bike lanes on roads that lead directly to the greenway, such as 10th, and clearer bike routes to locations on lake street and other streets north and south of the greenway.

On the routes I utilize, I am quite satisfied and happy with connections between Lake and the Greenway (I forgot to check the boxes for routes east of Hiawatha - those are the most frequented by me). There are some side streets in need or repair, but nothing that has stood out as an alarming or out-of-the-ordinary street need.

1. Invite businesses to have "pop-up" versions on the Greenway to increase awareness of what exists at the different intersections. 2. Midtown Greenway and Lake Street Ambassadors providing guidance, sense of safety, and draw attention to the connections between the two. 3. Regularly occurring events for people to discover the relationship between Midtown Greenway and Lake Street - held at different points along the way (block parties with themes or something). 4. Add minutes it takes to bike/walk to free/interesting points of interest to attract people to leave either the Greenway or Lake Street to explore the city (for locals and visitors alike - like what was done for history with museum in the streets). I think this was done along the greenline with artbike sculptures, for example. 5. More public art. People love to explore artistic installations. 5. Give businesses incentives to add amenities attractive to the people using the Greenway (bike racks, etc) so that once you get people off the Greenway to patronize the businesses, the infrastructure supports it.

Make more inviting to use these connections, I often skip getting off the greenway because I don't want to deal with the connections - safety, glass, cat calls, traffic, no signage for way finding etc

Lots of large clear signage

simply greater access and wayfinding.

Protected bike lanes.

Highlight the great art around here!

Protected bike lane with stop signs for cross traffic.

I see a bike path over to Lake

My suggestions are likely heavily Greenway focused: - Less steep inclines from the Greenway - ramps accessible from the east and west on all exit streets (like on Bryant) - mirrors at the bottom of ramps so oncoming traffic is easier to see without having to waste the momentum of coming down a ramp. - the need for a bike lane on Lake Street. The reason i don't actually go to Lake Street often is that it is unsafe for bikers. I patronize those businesses that I already know about and have easy, safe access to like Bryant Lake Bowl and Spill the Wine - both are right off of Bryant, which means that I don't have to ride at all on Lake Street itself.






Direct all bike traffic to the Greenway. Lake Street and sidestreets are too narrow for bikes. Almost all bicycling should be on the Greenway, that what it was made for.

Better stop light/signals.

Overpasses! Bike blvds!

Statistic	Value
Total Responses	83

20. How do you feel about your personal safety when traveling between the Greenway and Lake Street?

#	Answer	Bar	Response	%
1	1		4	3%
2	2		34	23%
3	3		37	25%
4	4		59	40%
5	5		13	9%
	Total		147	

Statistic	Value
Min Value	1
Max Value	5
Mean	3.29
Variance	1.02
Standard Deviation	1.01
Total Responses	147

21. If there were physical improvements to connections between the Lake Street and the Greenway, would you be more likely to use them?





#	Answer	Bar	Response	%
1	Yes		119	74%
2	No		26	16%
3	Comment		31	19%

Comment
I would use the Nicollet Ramp more often.
I already use them, but I would feel much safer and encouraged using them.
(see comment above)
I Greenway as long as I can and other streets are generally to be avoided
Im used to challenges
Signage to businesses
Upgrades probably won't change how frequently I use these streets.
its only a block or two so its ok right now but of course improvements would be nice.
Move them 1 block over.
I'm going to use it if that is the direction and place I need to travel
I will use them either way as this is my primary bike route for commuting.
depends upon location
Unlikely but I am not your target audience as I will bike anywhere
I use them anyway, how can you not use them if you want to get somewhere?
I already use them.
I use them anyway.
will use them anyway
Yes definately and spread the word too!
most of the area between Lake and Greenway are uninviting
I only use bike paths and don't bike on Lake Street ever, but I like to go to a businesses off the Greenway, like on Lyndale
I'll use whatever is most efficient/direct. Two out of three trips are commuting. If time/schedule isn't a factor I'd go with easiest/safest route.
depends on where it is
Doesn't affect my use, but might encourage others.
I will use these connections regardless and it won't change my personal usage of them, but would be good when riding with friends who are not fond of street riding, families, etc
I already use them without hesitation, but they could certainly be safer and more encouraging for less experienced cyclists
I have to use them anyway to get where I need to go, so I wouldn't be more likely to use them, but my peace of mind when using them would be much greater!
More options are better
I don't think it would make much of a differenece at this point. I have come to expect irregular repairs on routes that I travel.
I explained my answer to personal safely below but improvements that address safety will do a lot for my confidence in using the Greenway more than I do.
I use 3-5 days a week twice a day as a bike commuter. don't really see how I would be "more likely"
Usually, I need a reason to go to Lake Street - just having better road facilities won't cause me to go to Lake Street.

Statistic	Value
Min Value	1
Max Value	3
Total Responses	161



22. Would you increase use based on physical improvements, or would a specific destination (such as a LynLake, Midtown Global Market, or the Hiawatha Corridor) draw you to the connections?

#	Answer	Bar	Response	%
1	Physical Improvements		79	59%
2	LynLake		54	40%
3	Midtown Global Market		73	54%
4	Other (describe the compelling reason or destination)		22	16%

Other (describe the compelling reason or destination)
(see comment above)
Don't understand question
Bloomington-Lake Businesses
signage to businesses
Destinations are critical but improvements make it easier to reach them and increase likelihood that people don't see the destination as difficult or unsafe to access
If there were more off ramps I might use the greenway instead of streets.
Lake/Minnehaha and improved East Lake restaurants & shopping
destinations generally draw me more than particular routes?
Or Uptowners to East Lake/Longfellow area as destination
More practical places
There has to be a compelling reason to go, but the connections help you get there - or help someone who doesn't know about the destination discover it!
Lake St bike facilities would be the most compelling improvements to actually increase connection use.
Both
My lifestyle/schedule already takes full advantage of the Greenway.
safety from muggers and people throwing objects at bikers, also a marking of areas where PSOE have been assaulted
Hi-Lake Bridge area
Because areas around Lake are more dangerous to bike, I tend to shy away from destinations around Lake and choose different locations instead. Physical improvements would allow me greater access to the destinations I love on Lake St!
Connection to Hiawatha and downtown
both
Id say both. Maybe more so a destination, but if I know it's better place to bike ill likely change up my route. Also a social equity issue if you only focus on improving certain destination connections what about everyone else who uses the other connections as a necessity
YWCA, Coco, other specific destinations
too much traffic

Statistic	Value
Min Value	1
Max Value	4
Total Responses	135

23. If so, what needs to be fixed on the connections between the Greenway and Lake Street?

#### Text Response

See above.

There should be a way to get off at Blaisdell/Nicollet Ave.

need more protected bikeways north-south

Clean, clear roads free of debris and potholes. Clear signage/labels indicating the use of the street as a bikeway. Safer systems to cross and/or merge onto Lake Street. Better lighting at night because I'm going to have to stop and wait at red lights.

better signage

I do sometimes wish for a more direct link from the Greenway to Lyndale Avenue (without having to go to Bryant Avenue, and back-track). If it could be engineered, this would get a great deal of use.

More wayfinding and bike facilities (ideally protected bikeways)

bike lanes on the cross streets

Increased visibility for traffic transitioning from street to path and back again.

bike lanes, controlled intersections, lighting

I find that cars are often surprised when I exit the Greenway even when I have lights on. There is also really low visibility when exiting the 13th Ave exit as a biker, so it's difficult to see pedestrians and cars (and I assume difficult for them to see me).

Signage to businesses

Easier access from Greenway to Global Market

I usually access the Greenway via Bryant and go to the end. Is there a connection directly onto Lyndale? I recall once that I was trying to get off and had to go a few blocks out of my way. Its important to have bike lanes clear once you get off the Greenway to get to surrounding streets.

Cyclists that want to llive will not ride lake street in heavy traffic. There is just too much traffic, too much road rage, and too many idiots. I jst go a block or 2-3 over and avoid it.

See response above

See above "ideal connections" response.

The lack of clarity as to who has the right-of-way at intersections between trail exit/entrances and streets. As much as I want cars to be required to respect bikes and peds, I would prefer a sign that says "Do Not Stop For Bikes/Peds" to the current situation because at least then everyone would know the rules. At the moment, everyone is too MN Nice and confused about who has the right-of-way and so trail crossings turn into a gridlock of people staring at each other trying to figure out who is supposed to go. These comments don't just apply to exit/entrances, but to any point where the Greenway crosses a road (E 28th St, Minnehaha Ave S, 26th Ave S, etc.). Also, can we please get the MPD to widen and enforce the No Parking zones around exits? Lack of visibility is half the problem.

It would be nice if there were ways to get your bike or other wheeled device up at all locations. Many only have stairs which limit options for those on bike or in handicap scooters, or folks with strollers.

How do you move parallel to Greenway to reach Lake Street destinations? Lake street is horrible to bike on due to how far the bump outs extend and the narrow lanes. Bikers must take full lane, which many find uncomfortable. Therefore, strengthening 29th Street and other existing or potential east-west connections would be worthwhile. If there are major destinations at the main north south connectors, creating bike corrals maybe worthwhile, such as Bryant where you have Bryant Lake Bowl and other restaurants

Dedicated bike lanes on all streets that connect and allow access to the Greenway. Improved signage on those roads and off of Lake St. letting folks know which streets you can access the Greenway from, especially in the Longfellow Community.

More exits. Oh...as a lazy person, when the exits are graded nicely and not a big climb up instantly, that's a pleasure...but it doesn't keep me from using a steep exit or riding the greenway if the exit is steep.

some type of bridge and upward barrier/fencing, etc., to reduce and discourage the dropping of hazardous and damaging materials from the Phillips neighborhood bridges onto the Greenway. EXCELLENT lighting along the same section, and perhaps video cameras to catch the perps that create unsafe conditions along here. I use Lake St or 32nd instead of Greenway through Phillips. Great route from Greenway to South High and Folwell Schools. Excellent frequent Metro Transit service at North-South routes at Chicago, Bloomington, Cedar, Minnehaha, etc. More Greenway level retail, and retail along the major bridge routes. Lyn Lake was hopping Sunday night at 9pm.

The Hiawatha/26th Ave intersections with Lake are a challenge for pedestrians because of traffic, vast parking lots, and minimal bicycle/pedestrian facilities

Ideally, bike/pedestrian exclusivity. at least real bike lanes. less car/truck traffic. slow down auto traffic. make sure auto traffic knows about the fact that they are sharing a road with bikes.

There aren't any. Its just regular streets, that may or may have access to the Greenway

Calmed intersections coming off the greenway

More obvious signage on the Greenway.

For bikers it is not necessarily the connection that is the problem. Lake Street is very difficult for biking, so I try not to even go TO Lake Street by bike. If I do go to Lake Street, then it is most often to the LynLake area. There is no biking on sidewalks (and that is fine), and Lake Street is dangerous to bike on so from the Bryant exit off of the Greenway I ride to Lake Street and then get off and walk to my final destination. Does 29th Street need to be made more bike-friendly so that it can be used to travel the couple of blocks to Aldrich or Lyndale or Colfax or Dupont instead of being thrown out on to Lake Street only via Bryant?

Traffic laws! I can't count how many times I have seen cars take a right turn around a bus that is letting passengers on/off. Extremely unsafe for bikes/peds!

See above. Although connection by midtown mkt is great and should be model for other streets.

More signs and wayfinding mechanisms. Things to make bikers/walkers feel more comfortable on the road - real physical improvements better than just a bike stencil. More direct connections where possible.

Biggest improvements needed are not the connections but Lake St itself. It is hostile towards biking. More secure bike racks are needed, bike lanes, etc.

Sight lines when exiting ramps onto north-south streets could be improved. Portland has three traffic lanes where it crosses the Greenway ramp. Crossing three lanes to get to/from the bike lane is difficult and dangerous. I don't use this ramp.

Signage of how and where to access the ramps up / down to the greenway

something that visibly helps you navigate the connection from Lake Street -- and perhaps some ways to make the entrances at the greenway something like fun subway station stops --- the best ones draw you down to your destination.

Bike Lanes to give cyclists the feeling of safety, of their own space independent of vehicle traffic.

Better physical infrastructure for access and better design and way funding systems

safety, signage, traffic lights

Security and the safety of access and safety once on.

The above checked and safety

i don't feel safe on any connector streets between Greenway & Lake Street. they all have poorly marked bike lanes that are consistently over run by dismissive or oblivious auto drivers. dedicated buffers are the ideal solution to me.

Better signs on more of the overpasses, more exit/entryways to roads such as Lyndale Avenue, Blaisdell, etc. Better lighting would be helpful especially between Hennepin Ave and Lake Calhoun.

Everyone is afraid to use it at night. If it was safe some of the biker deaths last year might not have happened. The park police should better patrol it instead of hanging out at the beach. Also besides reporting problems to the police a web page to report abuse and locations on the Greenway would better isolate problem spots to be fixed.

Potholes and debris.

It needs to be easier to get across Lake street at 4th ave. I bike commute and go to Nicollet/Blaisdell to get home, even though 4th street is closer to my house. Blaisdell feels safer than 4th - I would take 4th if there was a bike lane and it was more bike/pedestrian friendly to cross Lake.

access and lighting....the side streets that connect are often a bit funky and not well lit, which makes me uncomfortable at night.

See comment on "ideal connections" question.

More rehabed homes or new building construction that are designed to be close to street in order to create more of a city feel between the Greenway and Lake Street. More mixed-income, affordable housing in new apartment/condo buildings would be great. Encourage commercial retail, community spaces or taller housing buildings on the connector streets between Lake and the Greenway.

Bike corrals at all Lake Street Avenue intersections with ramps to the Greenway.

The light on 21st and Lake takes too long.

The problem for me is that Lake Street itself is not navigable by bike. There's no bike lane or, better yet, protected bike lane.

clear signage and bike lanes

Especially at LynLake having a bike lane or even a specific bike light to give a headstart getting through intersections/turning would be helpful.

Intersections that prioritize bike and pedestrians should be created. Intentionally slowing down drivers at connections and creating lights and signage that makes drivers more aware of pedestrian and bike traffic would go a long way.

VERY tight turns on many entrances to Greenway, with little to no ability to see oncoming bike/pedestrian traffic. It causes me to often avoid using the Greenway when traveling by bike, especially when with my small children. The condition of the street(s) surrounding the Greenway are in bad shape, too, so connections in Uptown, for example, (ie, 28th street) are tough due to the potholes and cracks in the road.

Fences on the bridges to prevent kids tossing rocks and objects onto the Greenway.

Better ways to handle traffic at 28th St, improved pavement conditions on 29th St.

We need more lighting! and possibly an alarm system if someone did attack a person. An alarm, flashing light or something to draw attention and scare away an attacker.

More exits/entrances from the Greenway to parts of Phillips and neighborhoods between 55 and Chicago.

Entrance signage,

see above - clear bike lanes/bike boulevards, and maybe protected intersections ... more physical infrastructure to make bikes and cars safer and to make getting on and off the greenway more efficient.

From my perspective, I'm not sure that anything needs to be fixed.

Lighting, signage - streets and way finding, bike access - curb cuts, clean the streets from glass, bike parking,

Getting off and on the Greenway can be hazardous.

More connections and wayfinding. We've made progress, but I think it's still challenging.

Bike lane on Minnehaha needs to be protected.

Stop traffic on streets/avenues for safe exist for bikers from greenway

Need better bike paths. Don't feel comfortable parking my bike on Lake- I'm afraid it will get stolen.

Safe entry and exits with emergency call buttons.

Communicate with signs to drivers on Lake that they must share the road and abide by the speed limit. Too many times people blow by angrily because a cyclist is in their path and treat lake like a highway when its a shared street.

Statistic	Value
Total Responses	71

24. Would you anticipate biking or walking to a Train/Trolley Station near the Lake Street/Greenway intersections, if they existed in the future?

#	Answer	Bar	Response	%
1	Yes		137	86%
2	No		23	14%

Statistic	Value
Min Value	1
Max Value	2
Total Responses	159

25. Any other comments or ideas you'd like to share?

Text Response
Much of Lake Street east of Lyndale Avenue just doesn't appeal to me much, and therefore, I'm rarely tempted to explore it. Biking on Lake Street itself isn't much fun, and since biking is my preferred mode of transportation. I think if Lake Street were more bike-friendly, I might be more inclined to explore it; but with the Greenway so close, I tend to stay off of Lake Street. I hear talk from time to time about getting rid of the K Mart at Nicollet, and opening up Nicollet Ave. again, and I would LOVE to see this happen, and I do think this would draw more business to Lake Street in this area, as well as to businesses further south on Nicollet.
Bathrooms on greenway, I'm getting old.
greenway and lake street do not intersect, so im counfused by the statement "...near the lake street/greenway instersections..."
I really only use the Greenway for biking for exercise. I get on/off at Brackett Park and have no issues. I do worry about kids biking on the Greenway to get to South High School as there isn't a biking boulevard or any other signs to make drivers more aware of the large number of kids biking from the Greenway to South High.
Unfortunately, I usually go the same way every time I use the Greenway so my perspective is somewhat limited. We did a neighborhood walk recently to evaluate improvements needed to the Minnehaha Creek and it was so good. Maybe it would be more effective to schedule a bike ride with an interested group to evaluate access points together!
Can we use 31st or 29th Street? Why add to the already congested Lake Street? Lake Street is not the street I want to ride or walk down. Too many crazies. Why add more congestion. Safety should be first. Thanks for listening. K
Thanks for investigating! I look forward to seeing what changes will be made.
Put some more lights up at night, I feel totally comfortable but I know a lot of people who refuse to use it after dark. Other than that and my comments above, the Greenway rocks. I use it almost every day of the year and don't see that changing any time soon.
The greenway was one of the best ideas ever! The planned user friendly upgrades to a vibrant Lake Street are exciting and greatly welcomed.
The greenway is the fastest way for me to get across town. It's faster for me to bike than drive or take public transit and I love that! It makes the east side accessible and makes getting to my favorite places: Hub Bike Coop, Seward Coop, Am. Rug Co. easy instead of a drag in traffic. Great!
Safer/ more interactive signals at 28th street intersection, the one between Portland and Park (5th Ave?), at 26th and 27th, 29th and 30th Ave, as well as in Uptown.
I would be in heaven if there were a train in the Greenway. It would make going to the airport much less awkward!
working on upgrading safety is of paramount importance to mature women riding alone.
the greenway is great! part of its fantastic-ness is that there are no cars. we need these paths for bikes/peds all over the city---and connected. any road with cars is still a hazard and nuisance. bike lanes aren't enough!
The protected intersections are unnecessary, confusing and ugly. Stop doing that.
I fully support a train/trolley system on the Greenway. I bike it now and would use transit when it's built. Getting from Longfellow/Seward to Uptown via bus on Lake St is an absolute joke and waste of time. Train/trolley on Greenway would decrease that time drastically. Also, it would improve the safety along the Greenway. It needs to extend into Longfellow along East Lake. Don't stop at Hiawatha!
The linkage to the Midtown Global Market would improve my access to the Global Market and would be appreciated, something like a ramp to it.
Good job so far on the Greenway and bike routes in general in Minneapolis! I have been commuting by bike since the 90's and wish there had been these bike lanes back then already :)
On the topic of signage, I appreciate the road signs on bridges, but find that others easily miss them due to the higher locations. Eye level signs work better.
Although this may be beyond the scope of this project, to increase Greenway users to Lake St. businesses and amenities, an evaluation of at what improvements on Lake St itself must be made. Right now it is a hostile place for bicycling and not especially pleasant for walking either.
Signage of how and where to access the ramps up / down to the greenway and the Train/Trolley
I bike a little bit and hope to bike more. But I just haven't developed good routines that make finding the Greenway easy or comfortable. For older riders, like me, I'd guess that we could use some "assistance" to get us on the path. Could there even be some days when volunteers might hang around Lake Street and offer a "guided walk" to the entrances?
Thank you for doing this important work. Lake Street is our neighborhood's commercial corridor and connections between Lake and Midtown greenway are needed because biking ON Lake street is frightening. The Midtown greenway is a good alternative for quick east-west traffic. Lake street as-designed gives no consideration to cyclists: drive-through restaurants, giant surface parking lots (Rainbow, Target, K-Mart), no bike lanes, signal timing that seems to be about 25mph or so, buildings that meet the street poorly without windows or doors facing Lake street. It's really designed for cars. I think attention should be given to making Lake more hospitable to folks on cycles and on foot. I don't think people will want to cycle from the Midtown greenway to Lake street if, when they get to Lake, they have to compete with cars exiting a surface parking lot or a drive-through. If you haven't already, please read Joe Urban's study about Lake street. Page 16 also lists prior studies in ~2000.
Streetcar/light rail in the greenway should extend all the way to the river instead of stopping at Hiawatha, green landscapes "fingers" should extend south from Greenway to Lake St. at key intersections (ie major roads and major destinations/institutions).
One would be crazy to get off as a ped at a station in a trench. Bikes on the greenway, buses on lake!
The Greenway is a phenomenal idea and amazing re-use of the abandoned rail corridor. However, it will not be able to be fully utilized because of safety reasons. I don't know a single woman that uses it after dark, and many guys that aren't shy of the Cities' neighborhoods won't use it after dark, either. Patrols and lighting are one step, but a sustained, organic presence must happen. More businesses need a "Greenway Entrance" and more activities that are sponsored buy organizations need to happen after dark.
the hardest route, and the one i use most often to access downtown and beyond, from my house, are First Ave/Blaisdell Avenues. these have far too many precarious spots that the markings are either ignored or barely visible from a car, let alone a bike. i would like to see our North/South bicycle routes turned into protected divided routes first, then to do the east/west routes from downtown all the way to 494 corridor, from Mississippi River to Lake Calhoun, eventually to encompass the entire basin as delineated by 494 as it goes around the city.
Police patrol.
Even though everyone carries cell phones these days, those emergency call posts make me feel safer when using the greenway especially at night. More lighting would help, too
The blocks surrounding and in between Lake Street and the Midtown Greenway should include more buildings that will make the area feel like a big city neighborhood. Both organizations should be promoting this urban vision for the area, and continue to highlight the great community feel already in full force in the area. Thanks for all that y'all do!
The traffic on the Greenway is crazy on weekends. I wish there was more education. For instance when people pass me (I'm a slow 63 year old) most people don't say "on your left."
As far as a train/trolley I am more likely to bike to a destination then take public transportation even in winter but if I am with other people who bike less than I do I would be likely to make use of such a thing.
Fences on bridges are very important and need to be implemented. Kids throwing things at cyclists is a very big issue.
The further east one heads away from Uptown, the less exits and entrances there are. It's as if people east of Chicago Ave. weren't included in the design of the Greenway.

I feel like my personal safety is so secure because very few cars travel east west on the streets between the Greenway and Lake, especially between Minnehaha and Lyndale.

An interesting addition might be a map kiosk every so often... the road/mile signs are nice though. How about more signs on Lake, directing bikes to the greenway? OR... a few signs on the blocks between Lake and the Greenway (I don't bike on Lake unless I MUST).

The question about personal safety is a bit too simplified for me. I feel safe when I am walking with someone else during the day. That said, I wouldn't currently consider walking by myself in the dark on the Greenway. This definitely limits when I'd use the Greenway for many months of the year here in Minnesota.

The c

The Greenway has lots of potential; not fully utilized.

This question is confusing, not sure where you want me to drag them."Out of the options below, drag ones over to the box that you think might be helpful additions to this connection between the Greenway and Lake Street." Also I think the bridges should be painted, but I don't think the street signs are lacking, so I didn't choose that one. The pictures are too small, should be able to enlarge.

To me, Lake Street itself is the hazard. There are only so many exits from the Greenway and generally, I only go to those businesses that are on or very near the connecting street between the Greenway and Lake Street.

Statistic	Value
Total Responses	41