North Minneapolis Greenway Planning Project
Fall 2012 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.

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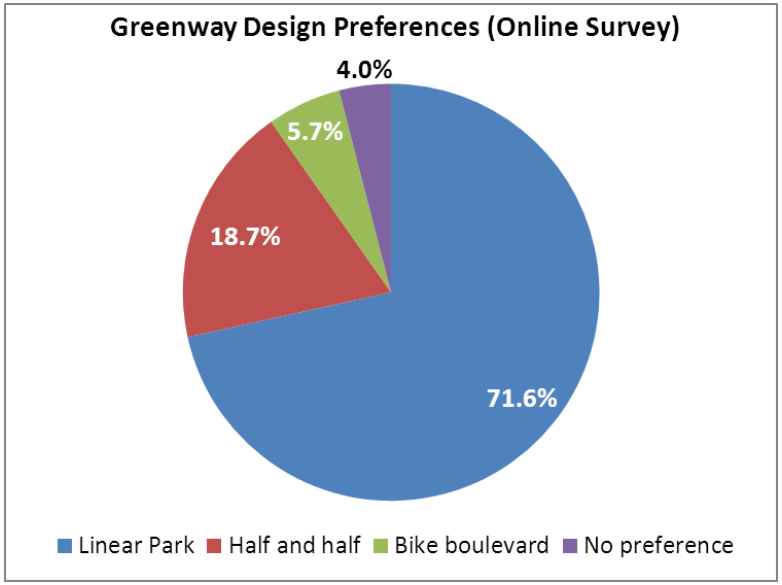
Executive Summary

***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. Now in the earliest planning stages, the greenway can become a bike boulevard (shared between bikes and cars but with traffic calming features), a full greenway with no motorized traffic, or a "half and half" with both a trail and car traffic. The greenway would be a north-south route starting at Victory Memorial Parkway on the north and passing the Crystal Lake Cemetery, Folwell Park and North Commons Park. The bikeway will be the second of its kind in north Minneapolis. This project is a response to community interest in a greenway and is supported by the City of Minneapolis through the Statewide Health Improvement Program, funded by the Minnesota Department of Health.

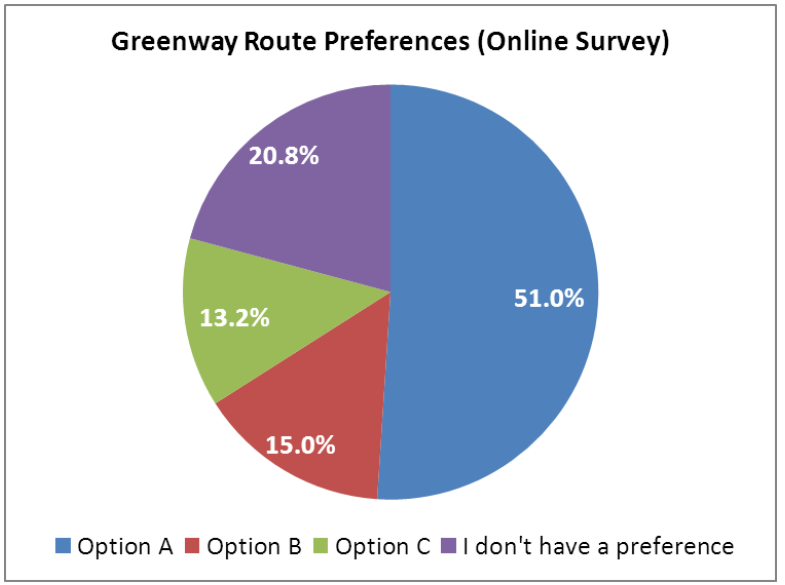
Fall 2012 community input process:
In September, the City began a process to inform people about the greenway project and to collect input on what a greenway should look like and what route it should take. City staff collected community input with an online survey, at a community open house at Folwell Park Oct. 16, over the phone, and by email. City staff also attended several community events to gather input from residents. The survey tools used in the engagement process are available in Appendix B of this report.

Summary of community input:

- 452 people completed surveys either online or at the open house, including more than 240 people who live in north Minneapolis. Of the survey respondents who live in north Minneapolis, 121 live near or within four blocks of a proposed greenway route, and 111 people live on a proposed greenway route.
- Generally, respondents were favorable to the idea of converting a low-traffic street to a greenway in north Minneapolis.
- Of the three design options, the respondents favored a full greenway – the linear park – with 72% of online survey respondents choosing this design option. The half-and-half design option was also popular, and the bike boulevard design was least favored.
- Participants said they liked the linear park greenway option because would provide full separation from cars, increase green space, allow for extra amenities like BBQs and community gardens, draw people into the community, and be family-friendly.



- Although the full linear park design was favored, a small number of respondents strongly disliked this option. Respondents had concerns about cost, parking, access to homes, emergency vehicle access, safety, and maintenance.
- Participants favored Route Option A, which is the most direct route option. It provides a fast way to commute and get to destinations; however, it still passes by or connects to several parks and green spaces, making it a good recreational route as well.
- Many online survey respondents living on both Routes A and B preferred that the route be on their streets. In fact, 100% of online survey respondents who live on Route Option A want the greenway to be on their streets. However, some open house attendees who live on Route Option A preferred that the greenway not be on their streets.



Project next steps:

Based on the recommendations of the project steering committee, the City will work with its contractor (SRF Consulting) to identify a greenway route and develop concept plans for the greenway along the route. At the same time, the City will conduct outreach to households along the route to share the greenway concepts and continue to gather input to use in planning. The City will also be conducting outreach to cultural communities that have not been well-represented in the community engagement process up to this point. A second community meeting will be held in late January or early February to present the concept plans and any additional input that has been gathered.

How to get more information and stay connected:

For more information, visit the project website at http://www.minneapolismn.gov/health/ship/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.

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Part 1: Introduction

The City of Minneapolis is working to develop plans to convert a low-traffic street in north Minneapolis to a greenway, which is a safe, accessible route for bicyclists and pedestrians. Now in the earliest planning stages, the greenway can become a bike boulevard (shared between bikes and cars but with traffic calming features), a full greenway with no motorized traffic, or a "half and half" with both a trail and car traffic (see Figure 1 on next page for images of design options). The bikeway will be the second of its kind in north Minneapolis. Examples for comparison include 37th Avenue North between Queen and Knox avenues, Milwaukee Avenue in Seward neighborhood, and the Midtown Greenway. The greenway could increase green space and allow for amenities such as community gardens, playgrounds, barbecues and public art.

The greenway would be a north-south route starting at Victory Memorial Parkway on the north and passing the Crystal Lake Cemetery, Folwell Park, and North Commons Park. Appendix A has a map of potential route options (please note that the final route may vary slightly from the route options in the map in response to community input and other analyses). The City is working with SRF Consulting, a local firm, to develop the 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 is 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 http://www.minneapolismn.gov/health/ship/northminneapolisgreenway or contact Sarah Stewart (sarah.stewart@minneapolismn.gov, 612-673-3987). People 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 non-profit promoting the construction of greenway-quality trails to better connect the Twin Cities area (see http://www.tcgreenways.org/). In 2011, Bike Walk Twin Cities, a program of Transit for Livable Communities, partnered with Twin Cities Greenways and funded 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 survey. 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 a grant funds in January 2012 from the Minnesota Department of Health through its Statewide Health Improvement Program to develop initial plans for the greenway by June 2013.

Figure 1: Greenway Design Options

Option 1: Bike Boulevard

A bike boulevard is a lower-traffic, lower speed street that has been designated as a bike route and is marked with large bicycle symbols with the text "BLVD". Some intersections feature traffic calming measures to encourage slower traffic speeds (e.g., speed bumps, traffic circles).

Option 2: Half & Half

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.

Option 3: Full Greenway

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.

Fall 2012 community engagement process

In September, the City began a process to inform people about the greenway project and to collect input on what a greenway should look like and what route it should take. City staff collected input with an online survey, at a community open house at Folwell Park Oct. 16, over the phone, and by email. City staff also attended several community events to gather input from residents. The survey tools used in the engagement process are available in Appendix B of this report. The City staff promoted the survey and the open house through community newspapers, neighborhood organizations, staff attendance at community events, and a mailing to every household located within one block of a proposed route.

Eighty-six people completed surveys at the open house and 336 people complete surveys online for a total of 422 surveys collected. The majority of open house participants were north Minneapolis residents who live on or within 4 blocks of a greenway route. Many online survey respondents also live on or near a greenway route (they were not asked if they live in north Minneapolis). See Table 1 below for a summary of where survey respondents reported living.

Table 1. Summary of where fall 2012 survey respondents live

	Open house survey respondents	Online survey respondents
Live on a proposed route option	**46 (53.5%)**	**65 (17.8 %)**
Live on Option A	*20 (23.2%)*	*25 (6.8%)*
Live on Option B	*15 (17.4%)*	*17 (4.6%)*
Live on Option C	*11 (12.8%)*	*16 (4.4%)*
Live on multiple route options	*0 (0%)*	*3 (0.1%)*
Route not specified	*0 (0%)*	*2(0.1%)*
Live near or within 4 blocks of a proposed route option	**25 (29.1%)**	**96 (26.2%)**
Live in north Minneapolis but more than 4 blocks from proposed route	**8 (9.3%)**	**n/a (not asked on survey)**
Do not live near proposed route option/Do not live in north Minneapolis	**7 (8.1%)**	**172 (47.0%)**
Unsure	**0 (0%)**	**12 (3.3%)**
Skipped the question	**0 (0%)**	**21 (5.7%)**
Total	**86**	**366**

Part 2: Summary of community input collected in surveys

As part of the initial community engagement process, community members had the opportunity to complete one of two surveys (a shorter survey available at the open house or a longer survey available online – both are included in Appendix B). The longer online survey asked participants where they live, what they like and dislike about each greenway option, which amenities they would like to see along a full "linear park" greenway, which greenway *design* option they like best, and which greenway *route* option they like best (with space for comments). The shorter open house survey asked respondents to describe where they live, how well they like the three greenway design options, and how likely they would be to use each greenway design option. The open house survey did not have space for comments; however, several participants included comments on their surveys. Open house participants were also able to make comments directly to staff and write comments on maps of the proposed greenway routes. A summary of the results of both the open house and online survey responses are included below. All of the comments submitted via the surveys are included in Appendix C (online survey comments) and Appendix D (open house comments).

Greenway design preferences

Overall, open house participants preferred the "half-and-half" design and the full "linear park" design. Online survey respondents strongly preferred the full "linear park" greenway, followed by the "half-and-half" greenway. Open House participants were asked to rate how much they liked each greenway design option from 1 (strongly dislike) to 5 (strongly like). Sixty-one percent reported strongly liking or liking the linear park design; 62% reported liking or strongly liking the half-and-half design, and only 26% reported liking or strongly liking the bike boulevard design (see Figure 2). Support for the linear park was strong across the board, but tended to be stronger among respondents who did not live on a proposed greenway route (see Table 2).

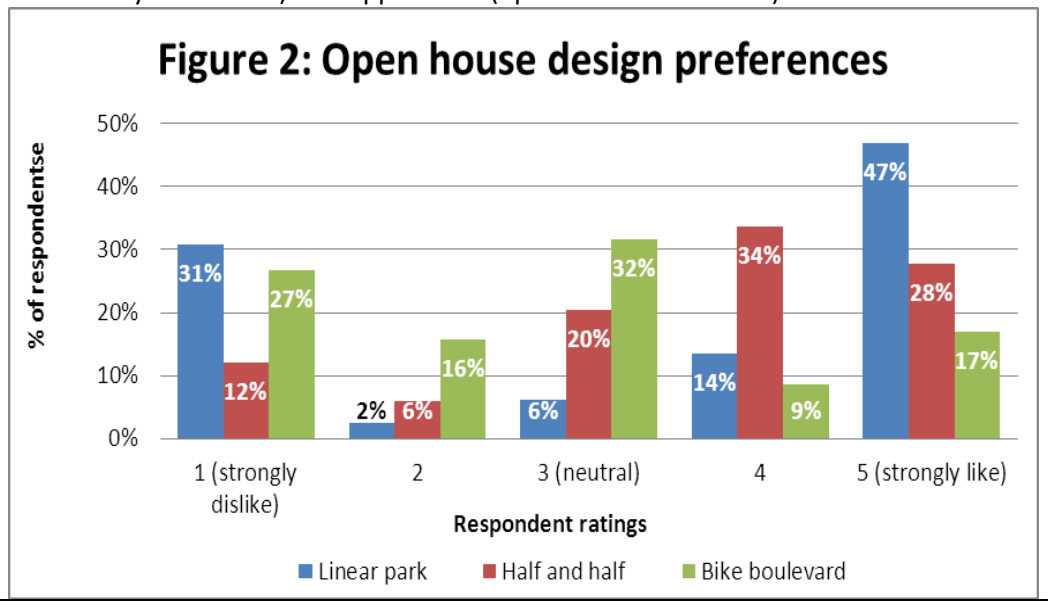


Table 2: Open house – average rating of designs by proximity to the greenway (1=strongly dislike; 5= strongly like)

	Live on a proposed route	Live near or within 4 blocks	Live elsewhere in N. Mpls	Live outside of N Mpls	Overall average
Linear Park	3.1	4.0	3.9	3.9	3.5
Half and half	3.4	3.8	3.5	3.7	3.6
Bike boulevard	2.8	2.6	2.6	2.9	2.8

Online survey respondents were asked which design option they most preferred (instead of how much they liked each option). The majority (72%) preferred the full "linear park" greenway design option, while 19% preferred the half-and-half, 6% preferred the bike boulevard, and 4% had no preference (see Figure 3). Among respondents who reported living directly on one of the route options, the majority (59%) still preferred the linear park design (see Table 3). Online survey respondents were asked why they chose their preferred option and what they liked and disliked about each option; responses to these questions are included in Tables 4 and 5 (next pages).

Figure 3: Greenway Design Preferences (Online Survey)

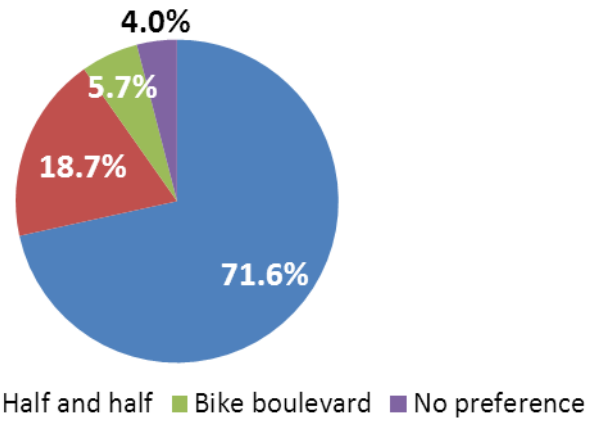


Table 3: Online survey – design preferences by proximity to a greenway route option

Design preference	Overall (all respondents)	Live on route option (any)	Live on Option A	Live on Option B	Live on Option C	Live on multiple route options	Live on option but not sure which	Live near route option	Don't live near route option	Don't know/ unsure
Linear park	249 (71%)	35 (59%)	14 (56%)	12 (86%)	5 (36%)	2 (100%)	2 (50%)	69 (73%)	126 (74.1%)	8 (67%)
Half and half	65 (19%)	19 (32%)	9 (36%)	1 (7%)	7 (50%)	0 (0%)	2 (50%)	16 (17%)	27 (16%)	2 (17%)
Bike boulevard	20 (6%)	4 (7%)	1 (4%)	1 (7%)	2 (14%)	0 (0%)	0 (0%)	6 (6%)	9 (5%)	0 (0%)
No preference	14 (4%)	1 (2%)	0 (0%)	1 (7%)	0 (0%)	0(0%)	0 (0%)	3 (3%)	8 (5%)	2 (17%)
Total	348 (100%)	59 (100%)	24 (100%)	15 (100%)	14 (100%)	2 (100%)	4 (100%)	94(100%)	170 (100%)	12 (100%)

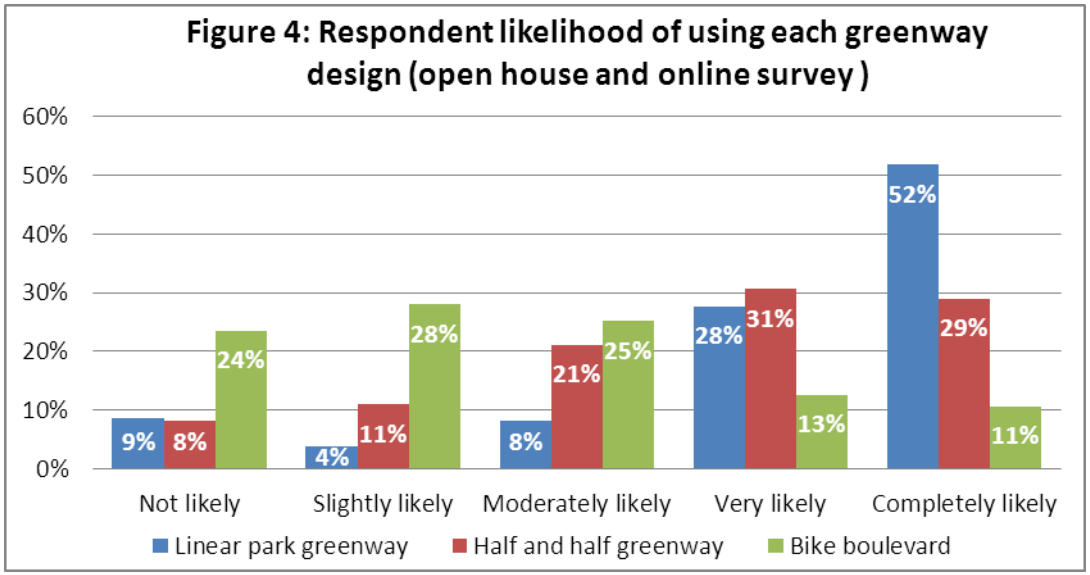
Table 4: Online survey - summary of comments about why preferred design option was selected			
Linear park greenway	**Half-and-half design**	**Bike boulevard**	**No preference**
• Separation of bikes and cars; safe for cyclists; no car exhaust or noise • Bold and unique idea; would be a community asset and a destination • Has the most economic development potential; would increase property values; draw people into the community • Would allow extra amenities, especially community gardens (important in a food desert) and art • It's a family-friendly; can be used by people of all ages including youth, seniors, and students • It's a community gathering space and could foster community building • Not confusing – would be a clear space for non-motorized transportation • Has the most potential for improving health and increasing use of non-motorized transportation • It would be a fast and convenient route for cyclists • Would provide stormwater management benefits • Could decrease drug dealing and crime	• It's a good compromise; accommodates the needs of bikes, pedestrians, and motorists • It's most feasible/attainable (compared to linear park greenway) • Would allow parking in front of homes • Would allow good access for emergency vehicles, repair services, etc. • Separation between bikes and cars is better for both; it would be a safe biking route • It would be a fast route for cyclists and good for commuting • Could increase property values • Would be safer for users (in terms of crime, assault) • Allows car drivers to still see cyclists; to know and expect that they will also use the roads	• Least interruption for cars, allows car traffic including through intersections • Maintains parking • Least interruption for homeowners along the route • Least expensive option • Most practical; shared use • Could change back to a regular street most easily	• Don't like any options – it's a waste of money, it inconveniences drivers, wouldn't be used as much during winter; not enough cyclists to use it • Like all of the options • It depends on the details of the designs, how much they cost, how they will be maintained

Table 5: Online survey – summary of greenway design likes and dislikes	
Like about linear park option:	**Dislike about linear park option:**
• The separation from cars makes it the safest option for cyclists, walkers, runners, etc. Eliminates traffic in front of homes. • Beautiful and attractive, adds open space and green space • Quiet; good place for relaxation • Good space for children, families, and seniors • Could draw new community members and businesses to the area; could increase property values • Reduces pollution and exhaust • It is a community space; a place for the community to come together • Would encourage more cyclists of all types and ages • Good for commuting • Would provide a fast way to get around; fewer intersections to cross • Would improve community health • Would decrease crime • Space for extra amenities that could not be incorporated into other design options • Good for areas hit by the tornado because it provides green space after many trees were lost	• No parking in front of homes for residents and visitors; some residents do not have viable off-street parking or have garages that are unusable; concern about access to homes for people with disabilities • Concerns about access to homes for deliveries, moving, residential maintenance services (sewer, water, etc.), emergency vehicles • May impair east-west traffic flow in North Minneapolis (depends on which cross streets would be blocked off) • It would make traffic on parallel streets and in alleyways busier; potentially on Fremont as well • Costly to build; concerns about accommodating driveways • Concerns about using greenway safely after dark and having adequate lighting; less car traffic could result in more crime on the street, concern about ability of police to patrol • Concern about separation between bikes and pedestrians (want to make sure they use separate facilities) • Wouldn't want people in front of home having picnics, BBQs, etc. • Concern about bike speed limit of 10 mph combined with no option to bike on the street; need wide path to allow faster cyclists to pass • Concerns about maintenance – how will it be maintained and what will the cost be? • Concerns that it won't be highly utilized • Concerns about reduction in property values
Like about half-and-half option:	**Dislike about half-and-half option:**
• Works well for both bikes and cars because of the dedicated bike path • Safe for cyclists, still protected from traffic; safer than a bike boulevard (would need bollards, grade separation, and the like in order to maintain separation) • Car access and parking for homes along the route; easy access for emergency vehicles, deliveries, etc. • Would result in lower traffic volumes on greenway street without increasing traffic much on parallel streets; traffic would be slower and calmer	• Not as park-like; does not allow for as much green space as the linear park options; less space for extra amenities • Street diversions not convenient for cars; would make it more difficult to navigate around the neighborhood in a car; could be more difficult to travel east-west • Some concern that cars would ignore diverters; general concerns about how the diverted intersection would work; would need to be well-signed • Could increase traffic on parallel streets • Would eliminate some parking • Cars would still travel on the street; traffic noise and exhaust still present on the street; less safe for bikes

• Could make use of existing traffic diverters • Bike traffic could still continue uninterrupted through many intersections • Allows for some additional green space; still somewhat park-like • More urban feel • Could encourage new cyclists • Safe space for children • Reduced crime, more eyes on the street, would be safe at night • More commuter focused • Could increase home values • More for commuting than recreation • Nothing	• Two-way traffic option seems dangerous, especially at turns • Would allow less space for cycling • Concern that homes would need to be torn down to make space • Not as pedestrian-friendly as the full linear park option; intersections not well-designed for pedestrians • Not as safe for children • Costly to build • Not as community-friendly; no space for gathering • Concern about pedestrians and cars sharing the trail • Compromise with many fewer benefits and more inconveniences • Less potential positive economic impact for north Minneapolis • More for commuting than recreation • Concern about winter trail plowing
Like about bike boulevard option:	**Dislike about bike boulevard option:**
• Increases awareness of bicyclists • Modest increases in safety for bicyclists, motorists, and residents • Calms traffic • Allows for full access for motorists and parking; better car access to homes • Less dramatic change • Lower cost • An improvement over existing roads • Could be implemented quickly • High-visibility bikeway, better signage for bicyclists • Less confusing/inconvenient for motorists than other options • Encourages cycling/non-motorized transportation • Would feel less isolated than a trail • No speed limit for cyclists	• Bikes and cars share space; less safe for cyclists, or only moderate safety improvements; higher risk of 'dooring' • Frequent intersections; bicyclists will have to stop much more often; will be slowed down compared to other design options; not good for winter biking • Does not result in increased green space/beauty • It would cost money to build but would provide little benefit; does not result in much change and is too much like a regular street • Not kid- or family-friendly • Slows car traffic • Would not create a destination like other options would to draw people to north Minneapolis • Does not provide additional benefit to pedestrians like other two options do • Pollution and car exhaust/noise would not decrease • Shared space with cars means that pavement condition would be poor • Not designed for recreational riders • Less likely to encourage cycling among new riders • Less traffic calming compared to other options; confusing for users • Does not provide community gathering spaces

Likelihood of using greenway design options

Open house participants and online survey respondents were both asked how likely they would be to use each of the three greenway designs (not at all likely, slightly likely, moderately likely, very likely, or completely likely). Both open house and online survey respondents reported being much more likely to use the full "linear park" greenway design option, with 80% of respondents reporting that they are "very" or "completely" likely to use this option, compared with 60% for the "half-and-half" option and 24% for the bike boulevard option (see Figure 4). Open house and online survey participants had similar responses to this question; therefore, their responses are not separated here.



Route preferences

Online survey respondents reported which route option they preferred. Overall, Route option A was the most preferred route (51% of respondents), followed by Route Option B (15%), and Route Option C (13%). Twenty-one percent of respondents did not have a route preference (see Figure 5). Respondents who live on Route Options A and B prefer the greenway route to be on their streets (see Table 6, next page). Respondents most commonly selected Route A because it was the most direct route; they also like that it still passed by green spaces like parks and the Crystal Lake Cemetery. A more thorough summary of reasons for selecting each route is included in Table 7. Respondents also offered suggestions for changing the routes; these suggestions are included in Table 8.

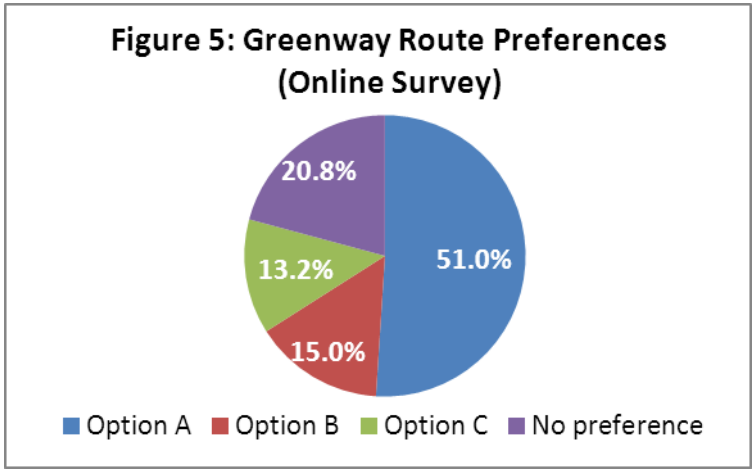


Table 6: Greenway route preferences by proximity to greenway route (online survey only)										
Preferred route	**Overall (all respondents)**	**Live on route option**	**Live on Option A**	**Live on Option B**	**Live on Option C**	**Live on multiple route options**	**Live on option but not sure which**	**Live near route option**	**Don't live near route option**	**Don't know/ unsure**
Option A	174 (51%)	37 (59%)	25 (100%)	1 (6%)	8 (5.3%)	1 (50%)	2 (50%)	49 (52%)	84 (50%)	3 (27%)
Option B	51 (15%)	15 (24%)	0 (0%)	13 (76%)	1 (7%)	1 (50%)	0 (0%)	16 (17%)	19 (11%)	1 (9%)
Option C	45 (13%)	8 (13%)	0 (0%)	2 (12%)	5 (33%)	0 (0%)	1 (25%)	21 (22%)	14 (8%)	1 (8%)
No preference	71 (21%)	3 (5%)	0 (0%)	1 (6%)	1 (7%)	0 (0%)	1 (25%)	9 (9%)	52 (31%)	6 (55%)
Total	341 (100%)	63	25 (100%)	17 (100%)	15 (100%)	2 (100%)	4 (100%)	95 (100%)	169 (100%)	11 (100%)

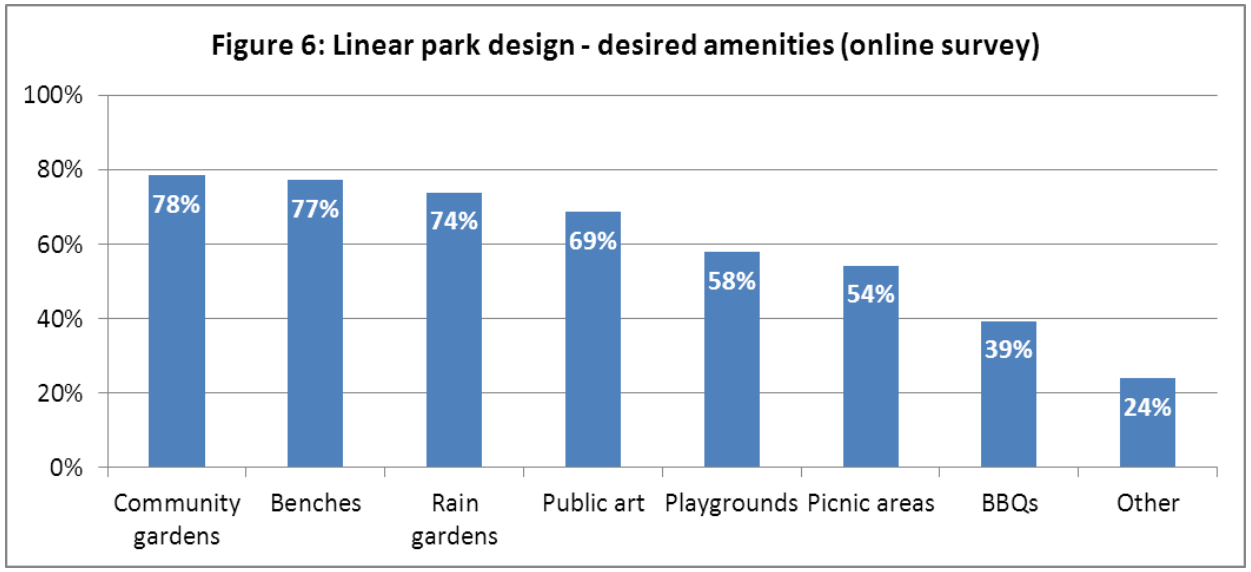
Table 7: Comments on why preferred route was selected (online survey)			
Route A	**Route B**	**Route C**	**No preference**
• Most direct route; better for commuters and people using it to get to other destinations • I live on this route; it's the closest route to my house • Less disruption for east/west traffic because of existing parks and cemetery • Good connections to other greenways and bike facilities • Connects to destinations like parks, schools, the Boys and Girls Club • Most central route • More predictable because it's more direct, making it easier for drivers to plan for • Already a partial one-way by the cemetery • Ties together existing green areas and parks; still offers scenic views • Does not bisect Folwell Park (would not bike through park at night) • I don't live on it; I don't usually drive there • Fewer hills • Would be visually appealing to see a long, uninterrupted route • Could help improve some neighborhoods	• I live on this route/it's closest to my house; I would be most likely to use this route • Best connection to parks; goes through Folwell • Good connections to bike paths, existing bike infrastructure, and planned bike infrastructure • Loops around Logan Pond • It's farther away from some tougher neighborhoods; most secure option • Less traveled than option A • Farther away from the existing bike lane on Fremont (which makes it more useful) • Could improve housing on my street	• Away from cemetery • Connects to parks, recreational areas • Scenic route; lots of green space; good overhanging trees • Closest to my house • Like that it would go down Emerson • Closest option for those traveling down Penn near North Commons Park • Accessible to the most people • Could encourage redevelopment in areas that need it • Not on my street	• I don't live in North Minneapolis; don't know the area well enough to make a recommendation; depends on what the community wants • I like them all; each route has its benefits • I don't like any of them; don't want a greenway built • Whichever route is the safest

Table 8: Suggested route changes
• Keep it as direct as possible: cut diagonally through parks to make the route more direct; stay on one street if possible • Fewer elevation changes • Tie school district headquarters to the plan • Move it closer to the river/further from Theodore Wirth • Move it closer to Penn; use Queen • Continue further south; provide better connections to downtown/Twins Stadium/train stations/North Loop branch at Plymouth to continue on Irving to Harrison Park - then to Cedar Lake Rd and Bryn Maur park and tie into the trails there by Cedar Lake and the Rails • Provide better connections to other trails; provide east-west connections to existing trails • Maximize connections to schools, parks, ponds • Make the greenway east-west instead of north-south • Move routes further away from the high school • Avoid tougher areas of town; make sure the greenway goes through low-crime areas • Keep it on Emerson • Don't use Emerson • Keep it on Fremont the entire way • Make use of planned 16th Ave greenway • Use Girard until 22nd Ave N, to go past the Davis Building on Broadway and the North Star ES, with an arterial spur that goes to North Commons • Add more traffic control to 44th where the bike path crosses • Follow Humboldt along the cemetery • Move a route to the west side of the cemetery • Pass through North Commons • Avoid cutting through Folwell Park • Cut through Folwell to connect to 37th • Provide good connections to the Parkway at 36th • Option A: continue north on Irving until Folwell Park and then East to Humboldt/cut through Folwell Park instead of along 33rd (option A); Connect A to Webber Park; connect A to North Commons Park directly instead of a spur; have Option A come down Irving Avenue North from 34th and continue to Lowery Avenue • Option B: use Knox instead of Logan on option B; go down Hillside instead of James • Use option A until Folwell and then option B • Use option A north of Dowling, any option south of Dowling • Have route A follow path of route C from Cottage Park to Glen Gale park and route B to 16th & Irving • Use Option A going south past Folwell Park and option C south on James Ave. going west around North Commons

- Use option C north of 25th and A south of 25th
- On the north end, start where C starts
- Greenway starts at both A and B routes
- Start with B at Webber Park and use a combination of A and C after that
- Use B north of Folwell
- Follow Humboldt after Folwell
- Make the bike path run parallel to Humboldt and turn Humboldt into a one-way heading north. Southerly traffic could travel down Fremont. Make Fremont a one way, or a three lane with the middle to be used as a turn lane.
- Start at Plymouth and West River Parkway
- Move to 33rd right off of Lowry
- Move so it passes through the intersection of Humboldt and Lowry and passes by the new landmark posts

Linear park amenities

The linear park greenway design option could provide space for extra amenities, and online survey respondents were asked which amenities they would like to see (see Figure 6). More than 70% of respondents would like to see community gardens, benches, and rain gardens, and more than 50% would like to see public art, playgrounds, and picnic areas. Thirty-nine percent of respondents would like to see BBQs. Respondents also suggested other amenities, including trash cans, drinking fountains, lighting/safety features, wayfinding and interpretive signs, space for sports and exercise, workout equipment, open space (similar to Victory Memorial Drive), bike-related amenities (e.g., bike shops, bike racks, air pumps), space for wildlife/butterflies, trees, food vendors/ coffee shops/ commerce, farmers markets/stands, Nice Ride stations, dog parks, space for social gathering and community events (e.g., provide an awning), band shell/outdoor theater, public restrooms, a shallow pool.



Part 3: Conclusions and next steps

The initial community feedback summarized in this report shows that the majority of survey respondents support the idea of a greenway in north Minneapolis, including residents who live on the proposed greenway routes. The full "linear park" greenway design option received the most support, and respondents also reported that they would be most likely to use a linear park greenway. The "half-and-half" option also received support from survey respondents. Route option A received the most support, and survey respondents tended to prefer a more direct route option.

Based on the recommendations of the project steering committee, the City will work with its contractor (SRF Consulting) to identify a preferred greenway route and develop concept plans for the greenway. The route itself will vary slightly from the route options presented in the initial community engagement process; changes will be based on feedback gathered and on further study done along the routes. When possible, the City will recommend that a full linear park design be used; however, there are many blocks along the route where a different design (such as a half-and-half) will be a better fit, given the surrounding context. The preferred route map will be posted online on the greenway website when it is available (see link below). People who join the greenway email list will also receive notification when the map is posted online.

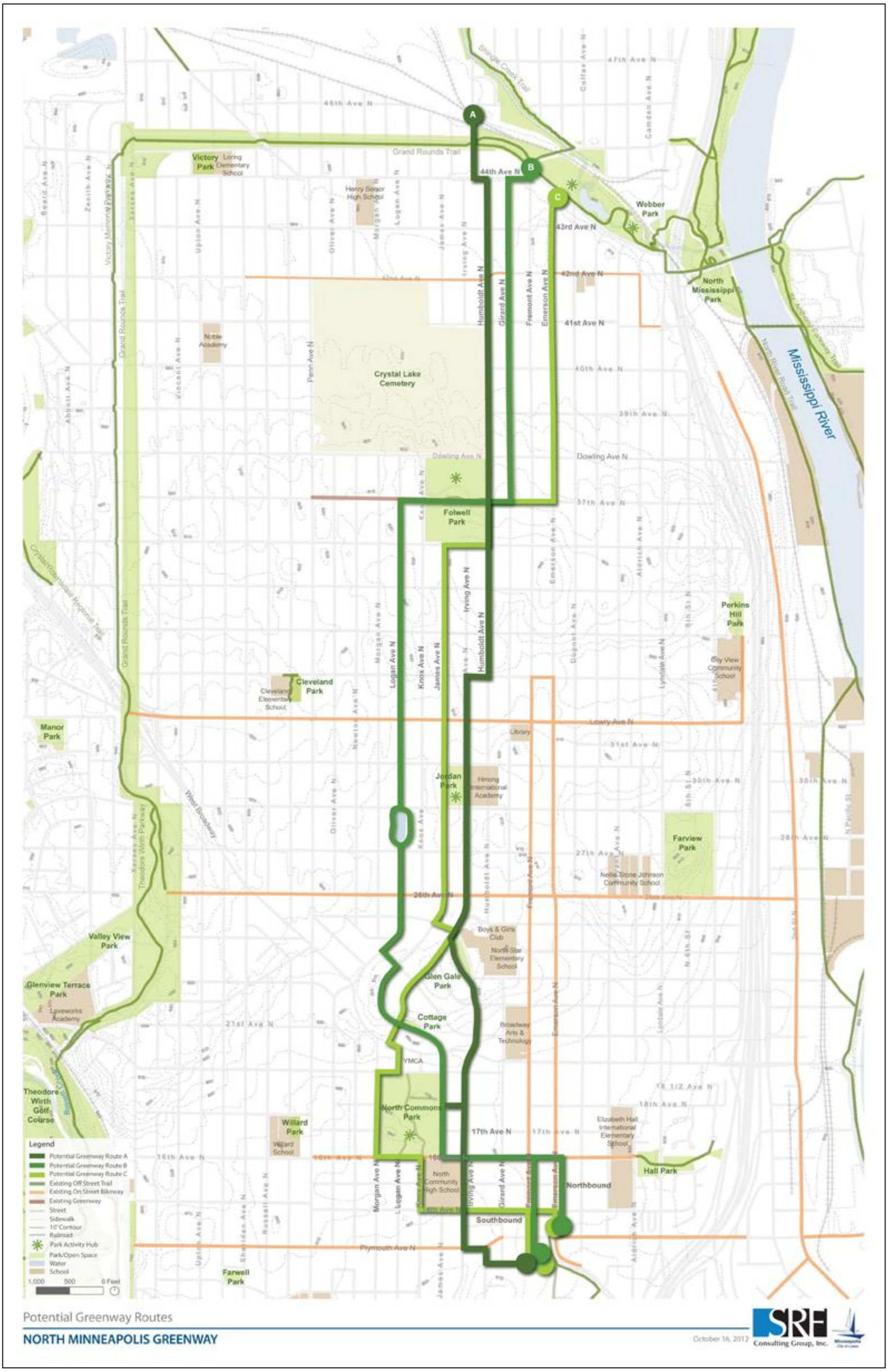
City staff will continue to conduct outreach and gather feedback from community members, including outreach to households along the preferred route and to cultural communities that have not been well-represented in the community engagement process up to this point. A second community meeting will be held in late January or early February to present the concept plans and any additional input that has been gathered. At this community meeting, the City will gather feedback on which segments of the greenway that community members see as priorities for construction.

In the early spring, the City will use the feedback gathered to finalize the preferred greenway route and recommended concept designs and to identify priority segments for construction. The City will then identify potential funding sources for construction. Note that it may take several years for funding to be available for construction of the initial greenway segment. At the same time, the City will add a new section to Access Minneapolis with guidelines for designing street-to-greenway conversions. These guidelines would be used in any future street-to-greenway conversions that may be planned in the City.

How to get more information and stay connected

For more information, visit the project website at http://www.minneapolismn.gov/health/ship/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.

Appendix A: Route options map (developed September 2012)



Appendix B: Survey tools (online survey and open house survey)

North Minneapolis Greenway Community Input Survey

The City of Minneapolis is developing plans to convert a low-traffic street in north Minneapolis to a greenway. This survey will ask you what you think about the greenway project and give you a chance to share your input. The survey should take about 15 minutes to complete.

A 'greenway' can look many different ways: a bike boulevard (shared between bikes and cars but with traffic calming features), a full greenway with no motorized traffic, or a "half and half" with both a trail and car traffic.

The north Minneapolis greenway would be a north-south route starting at Victory Memorial Parkway and continuing south near the Crystal Lake Cemetery, Folwell Park, and North Commons Park.

This project is funded by the Minnesota Department of Health through its Statewide Health Improvement Program.

North Minneapolis Greenway Community Input Survey

Greenway Design Options

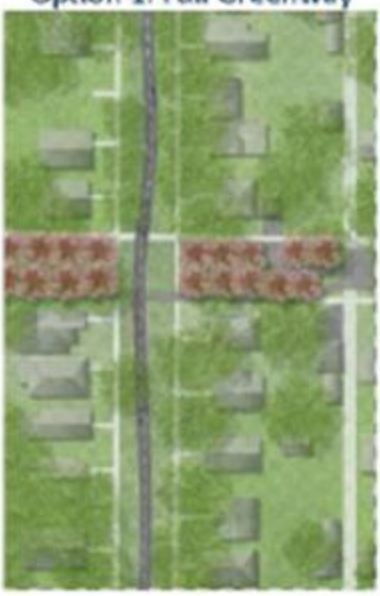
A "greenway" can look many different ways. This page explains three ways the greenway might be designed, and the next pages will ask you what you think of each design option. A description and images of each design are included below.

Design option 1 (full "linear park" greenway): 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.

Design option 2 ("half and half"): 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 streets next to the trail.

Design option 3 (bike boulevard): A bike boulevard is a lower-traffic, lower speed street that has been designated as a bike route and is marked with large bicycle symbols with the text "BLVD". Some intersections feature traffic calming measures to encourage slower traffic speeds (for example, speed bumps, roundabouts).

Option 1: Full Greenway



Option 2: Half & Half

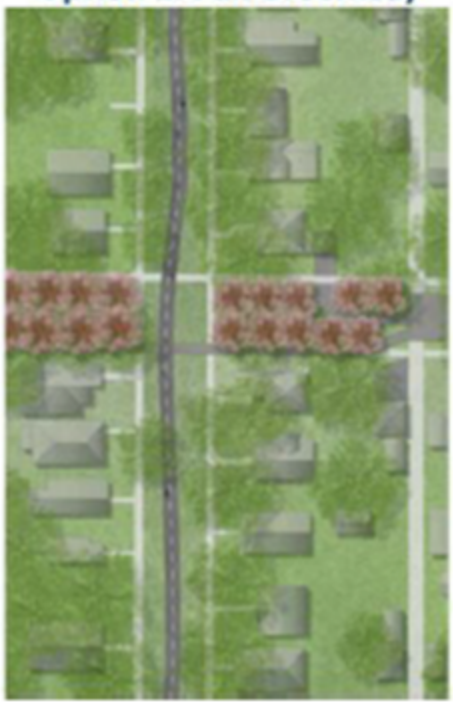
Option 3: Bike Boulevard

North Minneapolis Greenway Community Input Survey

Full "linear park" greenway design

This page asks for input on the full "linear park" design option.

Option 1: Full Greenway



1. What do you like about the full "linear park" design option?

2. What do you not like about the full "linear park" design option?

North Minneapolis Greenway Community Input Survey

3. A full "linear park" greenway would leave space for additional amenities. What kind of amenities would you like to see in this greenway? (Check all that apply.)

- [ ] BBQs
- [ ] Playgrounds
- [ ] Picnic areas
- [ ] Community gardens
- [ ] Other (please specify)
- [ ] Public art
- [ ] Benches
- [ ] Rain gardens

4. How likely would you be to use a full "linear park" greenway?

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

North Minneapolis Greenway Community Input Survey

"Half and half" greenway design

This page asks for input on the "half and half" greenway design option.

Option 2: Half & Half

5. What do you like about the "half and half" greenway design option?

6. What do you not like about the "half and half" greenway design option?

7. How likely would you be to use a "half and half" greenway?

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

North Minneapolis Greenway Community Input Survey

Bike boulevard greenway design

This page asks for input on the bike boulevard greenway design option.

Option 3: Bike Boulevard

8. What do you like about the bike boulevard greenway design option?

9. What do you not like about the bike boulevard greenway design option?

10. How likely would you be to use a bike boulevard greenway?

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

North Minneapolis Greenway Community Input Survey

Greenway Design Options

11. Which greenway design option do you like best?

- ◯ The full "linear park" greenway
- ◯ The "half and half" greenway
- ◯ The bike boulevard greenway
- ◯ I don't have a preference

Why do you like this design best?

North Minneapolis Greenway Community Input Survey

Greenway route options

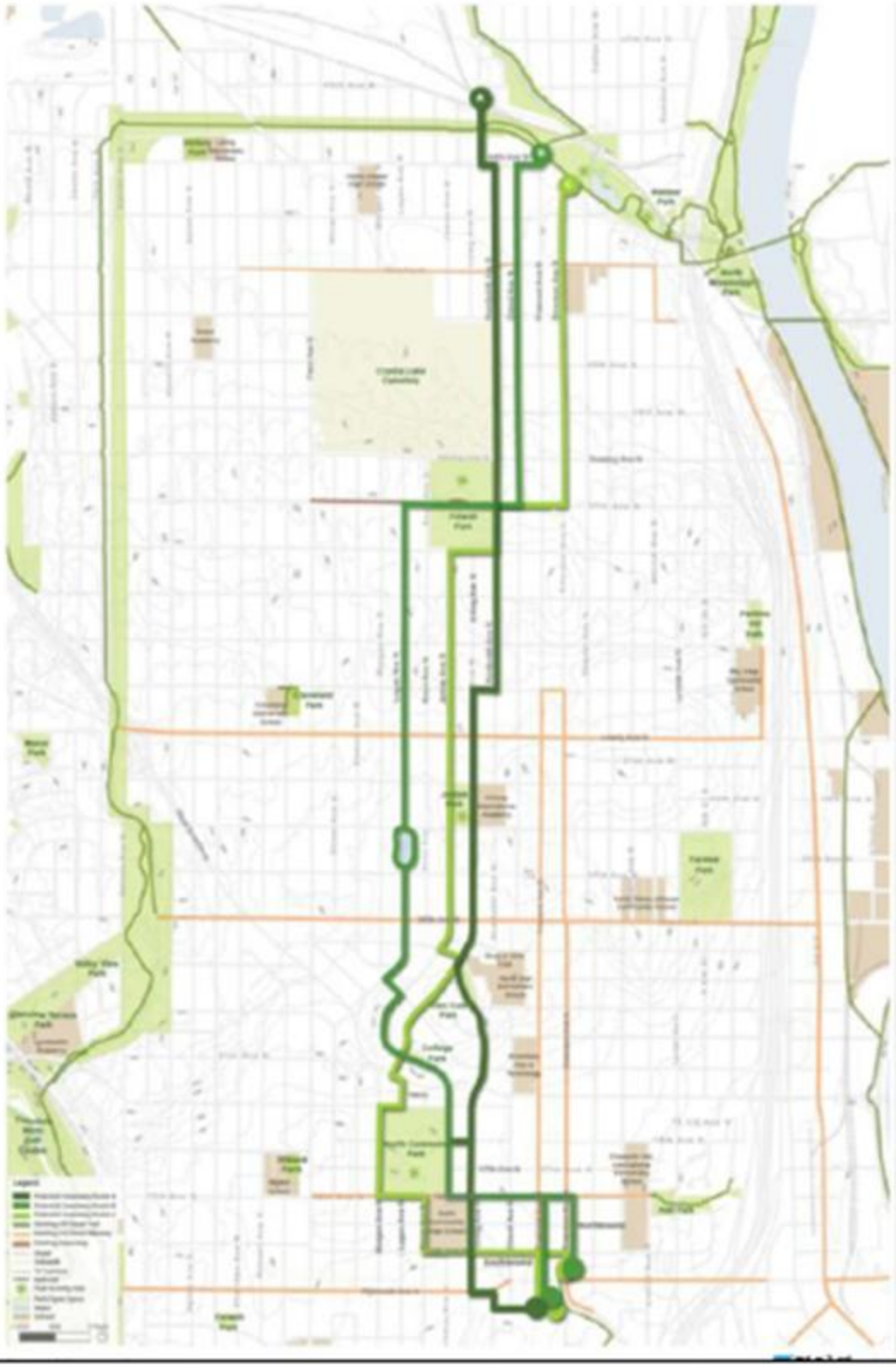
At this time, there are three different route options for the greenway. All of the route options travel north/south, starting near Victory Memorial Parkway or Weber Park and tending just south of Plymouth Avenue near the trails on Van White Memorial Boulevard. All routes travel next to or near Folwell and North Commons Parks. Descriptions and images of the routes are included below, followed by a few questions. A more detailed map of the route can be viewed by clicking here.

Route option A (dark green in the map below) is the most direct route and passes Crystal Lake Cemetery, Folwell Park, and Jordan Park. It mostly travels on Humboldt and Irving Avenues.

Route option B (medium green in the map below) passes through Folwell Park, past Jordan Pond, and past North Commons parks. This route follows Grand Ave and Logan Ave much of the way.

Route option C (light green in the map below) passes next to Folwell Park, Jordan Park, and North Commons Park. This route follows Emerson Ave and James Ave much of the way.

North Minneapolis Greenway Community Input Survey



North Minneapolis Greenway Community Input Survey

Potential Greenway Routes

12. Which greenway route option do you like best?

- ◯ Option A
- ◯ Option B
- ◯ Option C
- ◯ I don't have a preference

Why do you like this route option best?

13. What would you change about the route options, if anything?

14. Do you live on or near a street that could become a greenway?

- ◯ Yes, I live on a street that may become a greenway
- ◯ Yes, I live near a street that may become a greenway
- ◯ No, I don't live near a street that may become a greenway
- ◯ Don't know/unsure

Comments:

North Minneapolis Greenway Community Input Survey

Greenway route options

15. Which greenway route option do you live on?

- ☐ Option A
- ☐ Option B
- ☐ Option C
- ☐ Don't know/unsure

North Minneapolis Greenway Community Input Survey

Comments and questions

16. Please share any additional comments you have about the North Minneapolis greenway project.

North Minneapolis Greenway Open House Survey

1. **Where do you live?**

□ I live in North Minneapolis
□ I live elsewhere in Minneapolis
□ I live outside of Minneapolis

2. **If you live in North Minneapolis (choose one)**

□ I live directly on one of the proposed greenway routes
□ I live within 4 blocks of one of the proposed greenway routes
□ I live elsewhere in North Minneapolis

3. **If you live directly on one of the proposed greenway routes (choose one)**

□ I live on Route A, North Segment
□ I live on Route A, Middle Segment
□ I live on Route A, South Segment
□ I live on Route B, North
□ I live on Route B, Middle
□ I live on Route B, South
□ I live on Route C, North
□ I live on Route C, Middle
□ I live on Route C, South

4. **From your perspective, please rank how well you like or dislike the following greenway types?**

Greenway Type	Strongly Dislike 1	2	Neutral 3	4	Strongly Like 5
Linear Park					
Half and Half					
Bike Boulevard					

5. **From your perspective, how likely would you be to use the following greenway types?**

Greenway Type	Not at all Likely	Slightly Likely	Moderately Likely	Very Likely	Completely Likely
Linear Park					
Half and Half					
Bike Boulevard					

Appendix C: All Comments from Online Survey Respondents

This appendix includes all of the comments submitted in the online survey, which was open from October 1 to October 30, 2012.

Note: In this appendix, most responses from the online survey are divided by respondent proximity to the proposed greenway routes.

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
Live on proposed route option A
No automobile traffic. More green space.
It would bring beauty to the street and eliminate last driving and drug dealers coming off busy streets to sell.
I like the zero traffic option! I always wished I lived near the pkwy for the ease of walking ability, this option would be welcomed by me and many of my neighbors.
The removal of cars and all the things that come with them such as noise, pollution and LITTER FROM MOTORISTS' WINDOWS.
No traffic or people hanging out in their cars. This would help cut down noice.
makes a car free and more green space
It will be quiet, and provides the safest route for bike and pedestrian traffic
Best solution I think; go all out or not at all. It's practical and safe.
It looks quite a bit greener than the other options available
It would increase values of the homes in the area. Add green space i the city.
I like the extra green space, and that bikers won't have to worry about safety
You know exactly what it is and where it is
I like the full parkway, it offers a scenic view of the area and homes.
I like the full parkway, it offers a scenic view of the area and homes, but limits the access to parking on the street.
It looks beautiful, and would really improve the look of our area.
This is the best option for the bicyclists. I like the added green space for more community features, safer travel for the bikers, and added "play" space for kids.
it's the best option
looks nice
quite no autos going by our house at 60 miles per hour
I would like all the traffic our block has put up with for more than 40 yrs I have lived in this area.
Live on proposed route option B
Route B would run right in front of my house. I would love to have this option. There is far too much speeding traffic along Logan by cars running from Broadway to 26th Ave N. Also there is much traffic that dismisses the one way signs along 25th Ave N. As of yet my complaints to the MPD has not resulted in any improvements. Not to mention how nice it would be to have a greenway off my front yard. I am also an avid cyclist who commutes to St. Paul currently and the North side is in dire need of safe cycling options.
I like that it gives more park space, and there is no competition with vehicals.
Ambitious

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
Quiet with no automobile traffic. Wider boulevards on either side of the trail add a lot of extra green. More of a recreation destination like you see with the pedestrian and bike traffic on the green areas of the parkway.
Absolutely nothing. No street traffic encourages loitering, littering, and crime. Also, where are we supposed to park? I'm disabled and need access to the street from my front door. I also host family gatherings - where will they park? I am also concerned that the city is spending money on this when we have many other more important unaddressed issues in this neighborhood, such as violence, crime, drugs, slumlords, etc. Also as a block leader I object to the fact that the postcard did not disclose which streets were the proposed routes. My neighbors are unlikely to attend the community meeting to give input if they are not aware that our street is under consideration, which disenfranchises them. Most importantly, you labeled our street "Grand Ave" instead of "Girard Ave" on your maps of the proposed routes. If you cannot correctly label your maps I have little confidence in the sincerity or organization of this project.
This is the most appealing option.
I like that we're creating a safe environment for bicyclists and pedestrians without the worry of car traffic. It is also very scenic.
more natural beauty
I like this design because of no traffic.
nothing
Eliminating car traffic along the greenway, will allow parents to have a greater peace of mind for their children to play right outside their homes with other neighbors with out the concern of car traffic. I also think a dedicated thoroughfare for bikes will be safer, more peaceful and effective than a combined car and bike option.
Asthetically pleasing. Brings neighbors safely together. Opens many opportunities for recreation. Brings distinction to the greenway.
Love this. It's even better than the VM parkway as it has a complete "park" feel to it with no cars zipping by. Beautiful, pleasant. I love the thought of strolling or biking down this greenway with my young family and growing old with my husband in our North Minneapolis home. This sort of change is inspiring. I can picture children playing freely on the long lawns and LOVELY for commuting on bike. This is exactly what North Minneapolis needs to connect Webber Park to other parks north/south right through the middle of the city. I like this one best because there is no traffic. It's the most fun and safe option for bikers and pedestrians and the prettiest option for residents.
I like this design best. It will cut down on car traffic through the neighborhoods
Nice Parkway look.
Live on proposed route option C
It adds new green space to the northside - an area that needs more.
Would decrease traffic and add a lot of greenspace
no traffic
Provides the most green space.
Nothing.
no contact with cars, safer
I like it. It would make my street safer for my child and other children without having to worry about speeding traffic.
More green space. more dedication. faster. safer.
I like that there is only access for pedestrian/bike traffic. No confusion between cars and pedestrian right of way. It's also pretty.
I love riding on full greenways. It is comforting to bike away from traffic altogether.

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
A lot of plants and more trees in the area
This greenway sounds like a really bad idea. I don't like anything. Who pays for this? If the residents are to be assessed then this needs to be rethought. We can't afford this.
I like the concept. It would need to be organic (no fertilizers and pesticides). City pesticide and non-organic fertilizer use is a major contributor to pollution and ill-health.
Space it creates, a lot of green areas and helps with water run off
I really don't like this one
Live on multiple route options
Nothing
I like this option best since it provides the most green space - something our north neighborhoods need more of.
significant green space is desparatly needed in N Mpls... without having to fear cars speeding down the paths... I feel this design would greatly enhance the homes and neighborhoods surrounding the area
Live on a proposed route option, but don't know/unsure of which option or did not indicate which option
I think it tends to be more aesthetically pleasant; safer for at-risk people like kids, disabled, and elderly; and is likely faster. I really wish my house was on one of these.
It has the biggest impact on community development and sets aside the best space for bikers.
I love it, it's what should be. We make side walk, we should give back grass.
No traffic; added value
Live near a street that may become a greenway
Safety for bikers; discourages more cars; increases green space and trees.
Yes
This is a true bicycle highway
It is the safest option in our area.
No car traffic. As a bike commuter, I would love that!
less cars
Fantastic option - it creates a completely safe environment for the bicyclists with no worry of traffic
I love it. North Minneapolis needs additional green space as well as safe bike routes. This would accomplish both needs.
Seems like it will be safer for the bicyclist. Green space is always a plus.
Keeps pedestrians and cyclist safer and away from traffic.
i like that it is pedestrian exclusive. no mixing with traffic.
full use of the street for bikes and pedestrians. more green space. Attractive views from front yards of homeowners. No car traffic! fewer drive by shootings.
It will create the most open space and truly dedicates the right of way to bikers and peds

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
I don't like anything about it. I live in a ghetto area and people already use the park that we have nearby to commit crimes and rob people. It isn't even safe to mow my front lawn without being worried about someone trying to jump me. Like I would go to a park anywhere near.
No vehicles
As a person who rides a bike as my only form of transportation, I share the roads with cars everyday of the week, while riding to work and running errands. When I ride strictly for enjoyment, I like the privacy and safety of a park setting. It's nice not to have to deal with cars.
I like that there are no cars allowed. Less noise pollution. Safer. Greener.
I don't own a car and bike most of the year. To be free from worrying about getting run over by traffic would make for a much more pleasant commute. I'm an intelligent biker, but automobile drivers in this city are idiots when it comes to bikes.
I think it would be lovely. I would definitely use it and I can see it being a draw to the area.
Love it! Makes it very attractive for living!
Full separation of bikes and cars makes for a much more peaceful ride. Also enhances peace and quiet for those that own houses on the street. May be planned to intelligently cut-through disrupt traffic.
More open space
It will look nicer and will eliminate traffic and bike accidents. It would also connect more people to our parks.
Lots of green space, would look gorgeous once everything is filled in.
more green space, less traffic
No car vs. bike traffic (competing with each other); lots of room for extras like playgrounds, benches and even veggie gardens.
The best option, easy for 'young' bikers to use. Allows for meeting and gathering.
I like the fact that motorized traffic will not be allowed. In addition, a full greenway will offer more opportunity for increased plant and animal life, as well as an area more accommodating to serenity.
Safest for bikes - hopefully would also have walking path?
I really would like this option. I love biking on greenways without car traffic. I also think this option would be very safe for cyclists and pedestrians.
Green space, bike traffic totally separate from cars
Quieter and safer for bicyclists. Quieter/safer front yards for residents.
I like it a lot! I'm a runner and would use this often - I like that I wouldn't have to be nervous about weather or not cars would stop for me.
I Love it!
That it increases the amount of green space available to residents. I especially like the idea of incorporating community gardens and recreation spaces into the green space. Opportunities for better health are critical to these neighborhoods moving forward.
Safest option for the biking community and allows for the largest amount of greenspace for the community which will have the highest potential of positively impacting the overall health of the community. More greenspace gives more potential for enjoyment, space, incentive to want to be a healthier community, and the option to be a healthier community through safer biking and walking, access to transportation, easier commutes, attracting new community members, business growth, etc...
This would provide a safe place for people to walk/bike or play without having to worry about traffic
It's safe from traffic. Bikes are not trailing the exhaust from vehicles.
Great access for bikers and walkers

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
this is the dumbest idea anyone has come up with yet. Our city does NOT need more greenways we need more police & firefighters
Bring the community together with an open, safe place.
It is a safer choice for traffic by reducing car traffic. It is much more comfortable to use one of these as a biker, too.
It's nice but if I lived on that street I would want to have my guest be able to park in front of my house.
The full "linear park" remains the best option for greenway design. Cyclists of all skill feel comfortable riding along a dedicated greenway and encouraging this type of egalitarian use of bicycle infastructure should be required with public funding. In addition, the public space offers endless possibilities for neighbourhood activities.
beautiful and uncontested
I love the idea of a no traffic street just for pedestrians and bikers who can walk or bike without being distracted by traffic noise or worrying about getting hit. More trees and green space, places to relax and visit with friends, listen to birds, do yoga or meditate, enhance property values, detract from pollution, all of it is positive.
Safety. As a North Minneapolis Resident I live near Victory Parkway and love that I can get my family out of harms way and still enjoy a nice bike ride/walk.
Highest addition of green space and bikes isolated from cars.
This would feel the most "relaxed" and able to be used as a park without any traffic worry. More of an "escape"
Good idea!
I like the additional green space created.
No traffic.
The ability to bike with out traffic, the green spaces.
No cars near the bikeway, more green space.
This design seems by far the safest and hence the one that would encourage the most bikers (including less experienced bikers, young bikers, older bikers, and casual, recreational bikers). There is much more green space afforded with this option, and I think it would look the most scenic.
I like the dedicated lane for non-motorized traffic, and the additional options for pedestrians. It seems like this design would be safest for families traveling along the greenway. I also like the possibility for lots of green space, which is pretty scarce in the central part of North Minneapolis.
Nothing, unless you plan to designate the two parallel streets as "no bicycles allowed"
best!
Complete safety and clear message that bikes are the way to go!
Reduces traffic, suspicious activity, drug dealing, etc.
green space available for recreation and a bike only lane
The community aspect of design. It creates a space that if utilized by residents, would be effective at providing a location for the community to congregate and get closer over activities that arent always possible in the inner city like this.

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
Compared to the other options, I like that it fills the low-volume roadway with the most greenspace. This option creates the most bike/walk friendly environment. 10-20 ft. of grass on both sides of the trails would be ideal. I think about my experience on the Victory Memorial paths and it is really nice that there is a significant amount of green space on both sides of the path. That amount of greenspace is essential as it creates the most welcoming environment for bike/ped users.
No traffic Safe for bikes and walking
I like the fact that all vehicle traffic is removed. No confusion.
No car traffic
safety for bicycles
Eliminates the high speed traffic in front of our house
Everything!
I really like this idea, as it creates so much more green space.
Love it!
isolated, safe from vehicle traffic, closes cross streets,
Long, sustained, less worry about cross streets, biking (or walking? and running?). Beautiful. Green space.
Safest design for bicyclists. Creates more parkway for impacted neighborhoods and potentially raise property values. Provides space for family recreation and community building.
This is the most bicyclist friendly option. As a bicyclist, I would prefer to see most of the project completed in this format.
Safe, quiet, & not polluted.
more safe space, more green, more relaxing
Great for biking
no traffic, safest for kids getting to Weber Victory parkways
no auto traffic
love it. wish i lived on a street that has this.
that there is no car traffic, and it gives a park like atmosphere to the neighborhoods.
It would create a quieter setting, not require as many stops for bikers, No competition from cars.
This will decrease the overall traffic, which is very much needed for family-friendly living. More spaces for communities to gather allows for increased social capital. A number of the areas outlined as potential sites are areas that were hard hit by the tornado. The greenway will add trees and greenspace where there is a feeling of emptiness. I grew up here and it's heartbreaking to see the missing canopy and missing homes throughout the neighborhood.
It makes room for much more green area for families to play.

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
This design completely, and safely, separates the car traffic from the bicycle traffic. Having both cars and bicycles share the same road is unsafe, unwise, and inequitable. Cars must have auto insurance, a licensed driver, seat belts, all lights functioning for car to be seen, have to obey the rules of the road, etc. What thoughts have been given to drivers of cars regarding their insurance coverage, etc if they hit a bicycler and all the other implications related to an accident between a car & bicyclist? Most cyclist seem to take the 'share the road' as an opportunity to 'play in the streets', with responsibility for their behavior and activities all put on drivers of cars. To be on the road, you just seem to need to be able to ride a bicycle - no license is required, not helmet, no lights-esp at night, no mirrors, no knowing all the various rules for the bike lanes that will vary from street to street. Lastely, I see motor scooter, bikes pulling children at very low levels to the ground, children not in bike seats, etc. And even see skateboards-just in the middle of the car lane-not even in a bike lane. All this between cars and bikes leaves a inequity, unfairness, and people's lives at stake.
No cars. Open. Room for BBQ, art
A full dedicated greenway means cyclists have less to worry about in regards to traffic. This also makes for a speedier commute with less stop lights, and waiting for cars. Families are more than likely to utilize a car free area for children to play, and learn to bike. Less traffic noise for the neighborhood.
Isolation from traffic and bringing greenery in. urban ecology. seeing other bikers not separated by lanes of traffic help encourage identification with the Minneapolis "bike culture"
The elimination of motor vehicle traffic.
no traffic, safest for kids getting to Weber Victory parkways
Don't live near a street that may become a greenway
no interruptions, usually more peaceful (see the negatives) No cars makes it safer.
Increase in open area - quieter streets for residents. More of a destination for dog walking, foot traffic.
This is awesome!!
i like the park-like aspect. its refreshing considering the amount of traffic we get here in N mpls.
Priority to bikers
It would create a completely separate bike-only area. It would support neighbors getting out and visiting.
Increases accessibility for non-motorized transport, increased safety for users, community health benefits, likely increase in surrounding property values over long-term.
Safer for bikes and potentially more green space/trees.
safety its so dangerous on the roads. Drivers think bikers dont have rights and run you of the road this is the only safe option
it maximizes efficiency and reduces conflict as a bike route by eliminating road crossings and maximizes green space.
It's bold & substantial. This will be a really quality facility with potential to really transform the corridor.
No vehicular traffic.
Safest option for users... increased community benefits for other "non-trail" recreation.
no cars = better experience & probably higher usage
It would be amazing if Minneapolis was able to implement a full linear park where a street currently exists. If implemented it may also set a precedence for future street to linear park conversions.
Innovative, unique, bike/ped/people friendly, bold

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
I like the commitment to safe biking without cars. I appreciate the Midtown Greenway and something like this could be utilized in this area.
Doesn't feel like a busy street, don't have to worry about cars, quieter than other options.
Complete separation of cars and bikes is best. This option also creates park space, which is not really a feature of the other options.
I feel it is the best choice for the future of Minneapolis.
Its fully commited for bikers.
Being able to bike and walk with very little consideration of automotive traffic. Having a place where my young children could learn to bike in a safe environment, while also still going somewhere.
This design would be the most pleasant for bicyclists and pedestrians. It would give the most increase in green space of all of the designs. If I lived in one of the homes along the park I would feel my property value would be increased. There would be no automobile noise, danger, or exhaust fumes.
Great and leaves room for expansion of trails
more people-friendly, helps build community, helps reluctant cyclists get more comfortable, slows down traffic on other streets
Terrific. In addition to the studies that show that increased bikeways promoting increased bike commuterhship, the option allows for open park space to be utilized by non-riders. Parkland, BBQs, and open public spaces encourage community building and promote safer neighborhoods.
Difficult for neighbours to drive
its like having a park in your front yard. Best solution for cyclist.
As a cyclist I like having a nice wide shared path, and without having to share the through way with automobiles, the path can be made quite wide.
Provides a nice calm and picturesque transportation route. Very pastoral.
Super Green space creator!
Ability to have green space and community areas.
No car traffic. More greenery.
more greenspace
unimpeded bike traffic and more green space
There is nothing like having an exclusive vein running through the city like the Greenway. Seeing all of the activity on a regular basis is something to be proud of, because there are people engaging in commuting, recreation, and exercise all in unison on the Greenway. It is very convenient and provides a link to many important areas/businesses in the city, and facilitates year-round bicycle commuting.
Provides the safest and most attractive option for cyclists. Continues to support bicycling within the city.
safe and classic option for bikers (and runners)
Closed to traffic and would provide a safer environment to bike and walk.
I love that bikes and pedestrians can travel without concern of vehicular traffic. I think the bike lane, park, and added green space would be a benefit to the adjacent homes as well as the surrounding community.
my favorite option, much nicer living environment

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
Having a full greenway is a step in the right direction for our North Minneapolis neighborhoods. A great deal of our crime in North Minneapolis is predicated on the ability to drive a car on the street to pick up drugs, prostitutes, or make a quick getaway. We residents see a lot of criminal traffic on the streets where we live, and we regularly report such activity to the police. A full "linear park" greenway would help to let criminals know they aren't welcome here, and instead attract nature and wildlife along with families, bicyclists, artists, and gardeners.
More green space and safer from drivers
Love that it puts park space into the middle of the city. It connects the city on a pedestrian and recreational level
So peaceful! It looks like a huge quality of life improvement for the area and allows bikers to move without the worry of cars
No commotion from passing cars, maximum greenspace
As a cyclist I love the idea of fully separating bikes from motor vehicle traffic. Especially in a setting that is appealing to families and children.
no cars!
It's a park setting. More liveable, quiet. A "reason" to live there. Safe place to bike/walk assuming enough lighting.
No traffic.
Encourages bike commuting,
Complete separation from cars. Lots of greenspace.
great for bikes
Dedicated facilities--less chances for negative interactions with motor vehicles. More green space. Need to make sure there is ample space for peds. and casual users along with A and B riders. Pavement quality would likely be top-notch as it would all be new.
More greenspace is a good thing. Safer for bikes especially children.
no motor vehicle traffic noise. peaceful and dedicated. certinaly the very best option. not clear what the trees are on the intersecting street, however.. that means there isn't cross traffic either, i guess. NICE.
I think it is the best in terms of usability for bikes and pedestrians, creating a specific environment to make travel easier for them as well as vehicles.
North Minneapolis needs linear community spaces like this to help provide not only transit options, but to begin to connect different neighborhoods to each other. Linear parks really seem to provide a visible focal point that small intermittent neighborhood parks do not.
It actually creates a beautiful green space that is safe for children, adults, and the growing senior citizen population. It changes the dynamic in North Minneapolis, and will attract development and young individuals to a part of the city that has been losing residents. It will create a fast and safe corridor for many new bicyclists who need to get to downtown quickly.
HATE IT!!! In no way do I want to lose availabilty of Emerson & Fremont.
I like that it fully commits to bike-only traffic. It seems like a huge public amenity.
No traffic issues. Good use of space..
Park like amenities, less traffic
It would be more peaceful without traffic, faster by not having to stop for stop lights or signs. Safer without the cars.
This would be extremely nice for biking, and is the only option that really agrees with the definition of greenway. Bike/ped traffic separated from auto traffic is safest and allows for easy commuting.
Safe for bikes and pedestrians. Adds lots of green space and room for community activities.

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
It's the most bike friendly option, offering a peaceful ride.
Best for non-motorized traffic. Opens up previously paved earth to greener pastures.
Low risk to greenway riders. Additional green space along trail. Increased potential for ridership and walking/jogging. Increased value to impacted neighborhoods.
Much more appealing for users of the greenway: provides full insulation from traffic, greatly expands green space & makes it function like an urban park as opposed to a utilitarian pathway.
This turns the street into a real park - would feel safer for my kids to play in the front yard, and it would feel safer to go for a walk along this route.
Much more aesthetically pleasing, less stormwater runoff, eliminates air and noise pollution and potential safety hazards from cars, additional neighborhood gathering space.
No need to worry about cars. Only bikes allowed. Much safer.
It keeps people safe. Low environmental impact.
It's closed off to cars.
Park space is good; it will be a valuable improvement for families living in North Minneapolis.
I love and appreciate the green space. It is calming, beautiful, and useful. It would be a lovely addition to our north side.
Increases desirability to live near there, increases property value, safer for children to ply and get around the neighborhood. Much needed in North Mpls
I like that it is a dedicated pedestrian / bicycle corridor and virtually eliminates the potential for bike/car or pedestrian/car conflicts. I also think having bikes separate from peds is really a nice feature of this design. It lowers the chance of a bike / ped accident. I think this might also add a lot of amenities to a neighborhood, offering a quiet front yard that might create greater opportunities for community (any research on this?) for facing homes.
having a full greenway is great for biking. It is nice to get out an bike and not have to check for traffic at every intersection. I would bike there.
This creates separation in the neighborhood. The visual doesn't seem to bring the neighborhood together, but seems to create gap in the community. Also, without proper visibility from the road, concerns of crime on the trails could possibly occur.
I do not like it.
It is nice to have a complete bike area in North Minneapolis , it's not a very safe place for us bikers and the rules of the road are often ignored by the drivers in this area.
Very conducive to community-building; a landmark statement about a city's commitment to walkable/bikable communities and their priorities for urban design.
Safety! Having a space for riders who are less confident in traffic.
Cyclists do not have to worry about cars while biking and can get to their destination much faster, with fewer stops. Even when there are large bike lanes, cyclists have to be on the defense at all times watching for opening doors and cars turning infront of them, making the possibility of an accident much higher.
I do not like it, I do not want it and feel it is a waste of money and resources!
Safety, attractiveness.

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
It's actually a park.
I like that it is specifically for bikes, no confusion.
No concerns about bikes having to deal with traffic increasing safety for cyclists. For those using the green space, there's no traffic noise. Kids are safe from motorized traffic.
It creates a traffic free zone for safe travel. It may also increase property values of homes facing the greenway.
no auto traffic
It feels very safe to bike on, & offers lots of shade for everyone. I like that there is space for playgrounds, gardens, or whatever the block wants.
I think this is a great idea. Something like this would help people on the North Side commute more easily - and given transit difficulties on the Northside, I think this is essential. Additionally, it would hopefully spur more traffic into the Northside, rendering it less cut off from the rest of the city.
I like the community and park space that it provides and the elimination of car traffic on the street. I like that it provides space for other options for transportation that are not motorized.
don't have to worry about vehicle traffic more green space
I like that there will be room for art and community gatherings along with providing a way for bikes to move north/south very quickly without having to worry about traffic.
for people who bike there is little need to be traveling with traffic
Safety of no traffic and the aesthetics of a park at the doorsteps.
The green space! A place fully dedicated to non-motor traffic!
Biking distances becomes easier and faster since you don't have to stop as often. Biking feels safer and calmer and its green and beautiful and makes me a cheerful person.
Completely blocked off from car traffic.
I'm a cyclist and I like not riding with car traffic; it makes the ride seem more bucolic.
the additional opportunity for supportive amenities.
Quiet. Safe for biking as a family. Improved beauty.
Freedom from motorized traffic.
Nothing.
There's nothing better than this! The greenway that exists is a cylcist's dream...dedicated and so much safer than on the road with cars.
It's peaceful and safe. You can have a conversation while riding, not get blinded by oncoming headlights and residents enjoy increased property value.
Lots of space, no cars whatsoever, safer
Based on using other greenways, I like this option because when there are no cars it makes a big difference in safety given the direction you are going and the oncoming traffic
Removes all vehicle traffic. (There's plenty of other streets for that.) Creates a greater amount of green space.
It is super safe for bikers and walkers. Family friendly for children.

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
Great for children, bikers and pedistrians
green space - calmer biking.
Safer, dedicated to bikes, more green space
Users and homeowners get new, additional park space, free of cars.
It promotes new bicycle riders because it feels and actually is safer than street riding by being fully protected and separate from automobile traffic. It creates a park experience throughout your commute. Less inhaling of exhaust is healthier than having cars nearby.
The uninterrupted flow for commuting.
Biking on a completely separate trail is much nicer than sharing the road. I like adding greenspace; it makes the ride more pleasant overall.
I like that bicyclists do not have to watch for cars and that there is a bike community feel. Also, biking on a trail is much more comfortable than biking on a road where you have to watch for potholes. The lack of stop signs and stop lights is also nice since they are not designed with bicyclists in mind.
1/ Much more safe. 2/ More "Green" space. 3/ More park like areas for kids and seniors.
It is the safest route, with the least amount of stop signs. Would probably get the most amount of bicycle traffic.
It's the safest, cleanest, most efficient option.
Green space, safe place for newer riders, beautiful city amenity, bikes having the right of way, no stop signs
Great, put one on my block! if you can pull it off...see next comment...
This option offers the best bicycle and pedestrian experience. It provides ample green space, and this space offers the opportunity to include amenities that benefit the community such as parks and playgrounds.
Better for bikes - quiet, no conflicts with cars (parked or moving)
I like the space it gives to pedestrians and bikes
It would be like having a park for residents and much less stressful for cyclists.
I like that I don't have to ride next to cars. I like that it feels like a "biker super highway." I like that I don't have to stop at very many intersections.
Complete lack of vehicles.
Protects cyclists. Good for runners too. Love it.
Safe, and fully green!
fewer intersections to cross; no parked cars or buses
It caters to cyclists, and takes priority from cars (which are a more-dangerous, polluting mode of transportation).
Most bike and ped friendly
No cars
It's safer and more attractive. You wouldn't have to worry about your kids being safe in traffic and they would be able to get a real bike ride in their neighborhood. As it is now, we load our bikes into our car and drive the Victory Memorial Parkway and park. There are too many reckless driver's on the Northside, I hate to say. Our dogs would get a lot more exercise too. Much like biking, we load our dogs into our car and drive to a parkway where they aren't stressed out by traffic.
No vehicle traffic.

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
Safer, less noise as car traffic not nearby.
it separates bikes and cars. creates a more pleasant experience.
The linear park design dedicates space for recreation away from vehicles, which is especially good for people with children
Traffic free and park like.
like the "super highway" potential of riding for longer distances without trail interruptions (or the chance of being run down by a car!)
This is great because bikers can enjoy a peaceful bike without the noise and pollution of cars. More natural.
It is the best possible scenario for bikers- it's the easiest and most fun bike path to use. It also provides a lot of opportunities for community engagement in the surrounding spaces (gardens, etc.) - which the other options do not necessarily provide.
BIkes only! AND other options for enjoyment by non-bikers.
peaceful, quiet, no worries about car and bike traffic conflicts
I love this layout. I would make a special effort to live in an area with a full greenway. It can only better the surrounding community. It is innovative and creates a park environment that is useable in so many different ways.
Radically improves quality of life and sense of safety for cyclists and residents.
its pretty
i like that you do not need to interact with cars and it will be safer and faster to get around
safe, quiet
Ability to go quickly across town without worrying about traffic! Feeling of separation from city & peacefulness. Mostly less traffic.
Maximum green space Lower noise levels Safety for bikers, pedestrians
Help Beautify the city
it doesn't seem like a half measure - it offers gathering space that neither of the other options offers
continuity of bike path; potential for amenities;
Best design for people and bikes. Safest. Most pleasant.
Its the safest and provides the most green space.
Don't know/unsure of proximity to a proposed route option
There are plenty of spaces for cars in the city so eliminating one road for car traffic and replacing it with bike-only makes sense in terms of usability.
less traffic. safer for bikers/walking.
I like the idea.
The priority on the bicycles
more green spaces are always a good thing
the design is not clear to read. It does not accomodate all citizens those that don't ride bikes. There is not that many bike riders to justify.
nothing
I think it feels safer for bikers to just have no traffic at all.
no traffic, safe for kids and trailers

What do you like about the full "linear park" design option? *(Responses sorted by respondent's proximity to a proposed greenway route)*
More green space.
Proximity to route not indicated by respondent
safer for bike traffic
More green space, no traffic noise, better views etc.
Don't need to worry about traffic. Will make getting to work significantly faster and safer
I don't
This is the best design
I would be very pleasant for the eyes and ears of a community.
I love the close feel with nature
Bikes less likely to be in accidents with cars.
No cars. More ability to get to know your neighbors who live on the blocks proposed.
I would love to see something to the Midtown Greenway on the Northside. As a year-round biker, the Midtown Greenway is one Minneapolis' best amenities.
I like the elimination of car traffic
No carsspeeding by, Would be a more calming place than sharing it with cars, motorcycles etc,
improves the entire look of the neighborhood
No motorized vehicle traffic.
Everything
extra green space for use of nearby residents- playgrounds, gardens, etc.

What do you not like about the full "linear park" design option?

What do you not like about the full "linear park" design option?
Live on proposed route option A
n/a
Perhaps since you have already identified this as a low traffic road my concern is overinflated. If this were to be built on Humboldt, my concern is that Irving and Gerard would likely absorb that traffic. I live on Irving and as wonderful as the full greenway space would be, I'm not sure I want my street absorbing the traffic that used to go down Humboldt.
It might make getting around the Northside a tad more challenging. (But I think that's worth it, and I live on the Northside.)
People living on the block that are respectful of their neighbors would have to find different parking.
lack of in front parking for residents
No issues.
My concern with this is elimination of street parking for the homeowners involved.
No place for cars.
I like it, but there is no option for on-street parking.
nothing
I live on Humboldt. I don't like that guests won't be able to park in front of the house. With the crime issues that we have up here, many of my friends wouldn't feel comfortable walking a lock or more to their cars at night. I'm also concerned about increased traffic in our alley. We already have problems with people speeding in the alley.
nothing
It eliminates street parking, and for homeowners like myself who only have a one car garage in a two car household, it would be a hindrance, and without street parking, visitors would be a hard thing as well.
It eliminates street parking, and for homeowners like ourselves who only have a one car garage in a two car household, it would be a hindrance, and without street parking, visitors would be a hard thing as well.
I'm concerned where people w/o a drive way would park.
It eliminates a LOT of parking, which I think the neighborhood needs. The logistics for those of us who live in the neighborhood would be very challenging in regards to getting to and from our homes and parking for guests.
nothing, it seems great
no parking
no parking
have no objections to any improvements
Live on proposed route option B
Nothing
It does limit parking space.
Cuts off all street parking.

What do you not like about the full "linear park" design option?
Everything. No street traffic encourages loitering, littering, and crime. Also, where are we supposed to park? I'm disabled and need access to the street from my front door. I also host family gatherings - where will they park? Also as a block leader I object to the fact that the postcard did not disclose which streets were the proposed routes. My neighbors are unlikely to attend the community meeting to give input if they are not aware that our street is under consideration, which disenfranchises them. Most importantly, you labeled our street "Grand Ave" instead of "Girard Ave" on your maps of the proposed routes. If you cannot correctly label your maps I have little confidence in the sincerity or organization of this project.
The loss of parking would be a hassle but I feel worth it.
Concerned about safety & isolation of trail
you take away access to ploice and fire to alot of homes.
For some people (not me) they may not like the elimination of parking spaces.
Might be hard to access houses that are along the greenway. Alleys might need to be improved?
So much of the area residents rely on on-street parking. Taking this away would cause a good deal of hardship for folks in the area who can not fit all of their cars in alley spots.
Parking sources for residents guests?
No parking options. Not well lit. No cross traffic.
Live on proposed route option C
I love it.
Residents on the routes where these would go would lose parking options. My alley in particular already leaves much to be desired for parking space and many residents would be up in arms if they lost their ability to park in the street in front of their house. Where would their visitors park etc.
Homes need parking, and this would severely cut available parking. Also don't like the idea of more "areas" for people to hang out - not good. Living near a Park should be a benefit, but sadly - with the violence and crime in North Minneapolis, we leave every major holiday as we don't want to deal with the bad behavior at the park near our home. Whatever is done - it should encourage people to keep walking.
more pedestrians opportunities to congregate and create drug deals
Removes parking. Makes delivering of packages difficult. Access of emergency vehicles difficult.
We do not have off street parking and it would eliminate parking at our house. We are close to retirement and we could not possibly afford to put parking areas in our alley. Surely we can not be expected to carry groceries, laundry (we do not have a lundry in our home) and have to walk from the cross street (especially in the winter) to get to our house. Our property value is already diminished and this would make our home unsaleable. We had planned to retire in our home and be able to stay in the neighborhood. Not only would we have to move, but now we probably couldn't even sell oour home if we were forced to leave. On a more global thought, the city can not afford such foolishness. And all for a silly greenway that bikers would use only 6 months out of the year. We already maintain trails for bikers and recreation on Victory Memorial.
I wonder if there would be pedestrian loitering.
Restricted parking for residents.
In North Minneapolis, I am not sure this is the safest option. It seems to me that it would be difficult for it to be patrolled by police as compared to Option 2.
A lot of foot traffic potentially coming near my house - which means potentially more crimes happening on my property. It completely cuts off side streets and through traffic. That would be a huge inconvenience for me when I was trying to get to and from home

What do you not like about the full "linear park" design option?
Parking is always at a premium on these streets as many houses do not have adequate parking in the alley. This would make it very difficult for older residents and disabled residents to access their houses.
Sadly, the neighborhood is not safe enough. I live in the proposed area and gunshots are often heard. Car traffic and bright street lamps help reduce one's chances of being a crime victim when walking. Quick access to your vehicle and the street are needed especially for older and disabled residents to be safe. Vehicle parking would be a problem. Litter abounds. I foresee the part as a litter dump. I worry about higher property taxes to fund this and the clean-up burden falling upon the victims of those who litter.
1. No parking is a big problem! Alot of the garages in this area are accessed by the allie and are vary small, this would make it very difficult for my family to park both cars close to the house. 2. My fear is that the city will be slow to maintain the greenways in North Mpls and that there will be people gathering in these locations late a night. Which in turn could up the calls to police about break ins, vandalism, theft from cars, violet acts of pedestrians using the bike path
beause I live on a street that is being considered for this project It would make acess to my home difficult and no parikning on street
Live on multiple route options
This plan is ill conceived and supported by a special interest group of Bike enthusiasts with little thought of how it will impact the people who live and on property around this route. It significantly impacts parking and traffic flow of automobiles. The inability to access garages and parking will have a negative impact on home values. It further restricts access of emergency vehicles to this area.
no concerns with this design
Would need excellant creative lighting... to discourage those who enjoy hiding their activities in shadow
Live on a proposed route option, but don't know/unsure of which option or did not indicate which option
I would prefer separate paths for "meanderers" and bikes/blades/etc. who move at speed. For areas suffering higher crime, I'm a little concerned about what having fewer eyes and less traffic could mean. OTOH, if its well lit and visibility are good, it might be much safter than other alternatives.
The cost. People will complain about the loss of parking, but I don't see that as a negative.
It's wonderful!
Parking
Live near a street that may become a greenway
Nothing!
More park space
Some residents might feel isolated
Nothing
no parking
I think there will be a lot of upset property owners that will not want the street in front of their homes closed. It will also limit cross traffic making it a bit more difficult to navigate the neighborhood.
wouldn't like it if i lived on this park. The loss of on street parking and how would emergency vehicles get to me?
more costly perhaps. reduced /no street parking for people who visit residents. No access to front of house for residential maintenance services.
Depending on the number of street crossings, this may impair east/west traffic flow for motorists.

What do you not like about the full "linear park" design option?
Everything unless you want to come and buy my house so I can move before I get murdered by gangbangers.
The full linear design needs to be in a great location to be most effective.
There is nothing I would not like about it.
Since NoMi has a reputation for not being the safest, how difficult would it be for police/emergency services to get to a specific location on the Greenway? Will there be Blue Light Emergency stations?
I feel like street traffic can diminish burglaries. Is there a path for runners? Because I HATE when runners are in bike lanes.
Nothing.
May disrupt local traffic. Decreases on street parking, and many residents may not have viable off street parking options.
It would be a very strange front yard.
I wouldn't want all these people in front of my house having picnics and BBQ's etc. This is what the parks are for.
It chops of the roadway, which in this example will make accessing Plymouth difficult
nothing
How does it affect street parking for residents?
May make traffic on other streets busier.
The possibility that it will increase the already intrusive amount of traffic on Fremont Ave.
Not completely clear which street(s) we're losing - if Penn and Fremont/Emerson are still open it's probably fine with regard to driving.
This plan is ideal for me.
Might not be as convenient for people living on that street when driving.
It would depend on how far between the intersections; how many cross roads would this actually block?
nothing
Those who live on the street loose parking.
I would be concerned over the difficulty in parking for some residents; even though many homes have garages, a large portion of them are seriously dilapidated, boarded up or otherwise unusable. This may create substantial burdens on some homeowners to either update their garage or effectively lose the ability to park at their home.
I have not identified anything I wouldnt like from this design.
The dislike would be the difficult access for emergency vehicles. It would also severely limit parking. Many households around here have more than two cars and or never park in their driveway (probably due to security issues)
This is the BEST option.
this would cut off people's properties so no one could park in front of their own house Police & fire could not get to the front of our house. No vistors would have anywhere to park. you could get no deliveries to the front of your house.
This is my vote, so there's nothing I don't like! :)
Allows no parking for residents,
The only issue with the full "linear park" is safety. Much like with the Midtown Greenway, cyclists might not feel comfortable riding at night in a place where there is no public surveillance. Although this may be less of an issue if the greenway is at grade.

What do you not like about the full "linear park" design option?
homes do not have access to the street, less traffic can mean more crime, there is no option for bike travel on the street, only narrow parkway with 10mph limit
Nothing. Everything about this idea is good.
Route residents loose drive access to the front of their homes as well as the parking spaces.
Seclusion can backfire and become a more dangerous area. Also, it would really depend where this was and which cross traffic streets were being blocked off.
Don't like the total elimination of the the traffic.
Nothing.
No cross streets so to get to the other side by car you need to go way around.
Would have to completely redirect traffic from that area, people may not be ready to change their driving route.
People might not like the lack of parking if they are on this block, but I would bring to their attention that in Seward neighborhood there is a street called Milwaukee Ave for only pedestrians and bikers, and their real estate value has definitely gone up since that installment. It helps to build a sense of community where kids can play in their front yards without fear of cars, etc.
I can't think of anything in particular.
It means that people who live on that street -- or want to visit anyone who lives on that street will not be able to get there by car or will have to park a block away. Delivery trucks, ambulances and fire trucks will not be able to get close to houses in the middle of the block. How will people on crutches or in wheelchairs get around, especially in the winter?
Might take longer to implement because of immediate neighbor opposition. On the other hand, these few neighbors should be ignored - their property values will end up rising because of this project, which would be good for both the immediate neighbors (even if they don't know it) and the whole of North Minneapolis.
where does the traffic that used to travel on this road go? Are other areas going to be more congested?
Not the most effective use of space. I would want to know more about the flow of traffic in that area and how many people use it to try to get around.
For me, there is nothing I don't like. This is the best option. I wished I lived on a street with this option. I would gladly give up parking in front of my house so that I could have a full linear park design in my front yard. This is the dream! The option to have your front yard facing a park trail is almost nonexistant in the City of Minneapolis. I think that is time this option is a part of the mix.
Emergency vehicle access. How would police patrol and respond to calls. Would the greenway be well maintained
Limited abilty to access garages.
Homeowner parking inconvienience
N/A
Nothing!
Would have the greatest potential for creating a tranquil and aethetically pleasing space for community gatherings as well as the walking and biking aspects. Given that north Minneapolis has far less green space than South, an amenity like this would be greatly appreciated. No cars also provide a safer place for children to play and bike.

What do you not like about the full "linear park" design option?
closes cross streets turns alley into the street lots of traffic in alleys. Fire and safety vehicles? Sewer and water access
When cross streets are blocked off, the drive-ability is tough, harder to figure out the routes for car traffic going through, harder to direct non residents to find your home, etc.
Disrupts traffic flow for local neighborhood. Could pose problems for emergency vehicles. Could create parking issues for homes adjacent to the parkway.
That there aren't more of them.
The part that is best -- the fact that it's great for bikes because they're isolated from road traffic -- may also be its drawback. I am afraid that it might end up feeling 'deserted' in that cars and bikes aren't sharing the road' and the bike trail may end up being less-well-used because it stays invisible and less familiar to passersby. And it might just serve to anger the drivers who have lost a road.
affected residents wouldn't have parking in front of homes.
nothing
people living on the street may not like the lack of car access to their street.
it could cause problems for the people who enter their driveways from the street and not the alley.
It would complicate things for homeowners along the route, although I imagine it would be nice also. Are provisions made for them to access their homes?
nothing
Some gree ways can be vulnerable to crime. Seems to be that crime is less likely to happen on a busy street. Hopefully the greenway is well lit at night, has ways of contacting authorities if an incident occurs, and possibly even patrolled by police on bikes.
Worried that this option will encourage loitering and hanging out by non residents
affected residents wouldn't have parking in front of homes.
Don't live near a street that may become a greenway
It isolates bikers and sets up lone bikers for attack. Same as the southside greenway. Any path going through difficult areas can be dangerous for unsuspecting (naive) bikers.
The route is not near my house.
will we have issues with people loitering around or handicap-accessibility issues?
Makes access to home fronts along the corridor difficult, and reduces neighborhood parking
I would worry that cars on cross streets would not respect the greenway as a legitimate intersection and could create a safety hazard.
Decreases access somewhat for homes on the street.
One potential downside would be less access for local residents.
The single path concept plan provides potential for bike v walk conflict, and could benefit from a sidewalk in addition to a path.
disconnecting the local street network could have unintended consequences on east/west traffic movement.
Nothing jumps out. My only concern would be lighting and safety at night.
Nothing

What do you not like about the full "linear park" design option?
I like everything about it, except that I worry it could face opposition. Be bold, make it happen! It will be a unique place that will draw more people to want to live along it.
I worry about the houses that are already along the street and their accessablity to their homes. I don't want to see people taken out of their homes because of this.
Loss of parking space. Concerns about safety/assaults if the space is not lit/no people using it.
I worry about neighborhood backlash against the idea because they are scared of the elimination of cars.
Nothing
Nothing
The only thing I don't like was that I wish it was going on my street (Colfax Ave).
There would need to be provisions for emergency access and security monitoring.
some homeowners might be frustrated to lose parking/driving on their street
As long as the pathway is sufficiently wide to allow for passing by faster cyclists, there are no obvious issues.
Difficult for neighbours to cross the street-how are cars getting across?
very little parking for homes
As someone who also drives I would be concerned about how many points there would be to get across the greenway. Additionally as a cyclist I do like to be able to open up and ride at high speeds, this is usually discouraged on a greenway while allowed on a road.
Traffic issues
Loss of street access for residents.
No car access to buildings on the route.
the time it will take to change driving practices and increased traffic on other nearby streets
Approach to houses in middle of the block. Where would a moving truck be able to pull up?
Less traffic also means that evenings and nights can be less safe. I've never been a victim to crime on our current Greenway, but I have heard rumors about crime that takes place at night. This may need to be addressed, particularly when running through parts of North Minneapolis.
Nothing!
more negative impact to the homes along the route (how can they access their homes?)
Police would have to be on bikes and could start to be a hangout place will lower visability with no street traffic.
Homes that abut the linear park might have parking issues when people come to visit them. I also worry that the park won't be maintained and will become more of an eyesore than an amenity.
I am not sure if it has two way traffic paths for both bikes and ped. One thing I don't like about the E/W Victory linear Park design next to 45th Ave. is that it has only 3 lanes, it needs a 4th lane for walkers going the opposite direction.
Nothing- it's the most desirable option.
Cuts off cross traffic
Nothing!
Might need a fast lane AND a slow lane....

What do you not like about the full "linear park" design option?
Might make it more difficult to access houses on that former road
I'm worried about crossing streets, and impeding the flow of motor traffic in the east-west direction.
less parking
Parking would be hard for homes on that block.
Having to share with walkers, strollers, dogs, hurts commuting especially if it has 10mph limit
May not provide access to all homes, especially if there is not an alleyway, for emergency vehicles and for people with special needs. Requires more buy-in from residents and property owners along the route.
harder for people who normally drive the street that was there
Residents may not like losing their street for access and parking. Depending on the plan it could break up the neighborhood for auto traffic and shifting traffic patterns in unexpected ways. Might make the neighborhood more difficult to travel in for visitors, deliveries. I would need to know more about the specifics of a plan to try to assess better.
Might be inconvient for homeowners on the trail as they would lose street parking.
guessing that it becomes more difficult and frustrating for motor vehicles since some of the cross streets would be blocked and they couldn't drive on the same street as the bicycle path...
I'm concerned about visibility - if it isn't highly used, will it become a safety issue?
Nothing. This is by far the best option provided the community accepts it and the government is able to handle the logistics of access for houses on the green way.
Nothing!
I vow that the bus route 5 is the worst in the city & you now want to increase my commute on this bus by slowing down my route.
Nothing. I love it.
How would emergency vehicles get to the houses?? Seems like a big issue there.
It might be more dangerous at night without traffic, more chance of being robbed
It seems like people like to park their cars on the street. I suspect residents who live on that street would be extremely displeased with losing their street and parking.
Nothing. I think it's great.
If it is a major road, would it displace local residents and their access to easy and affordable transit.
People living along the greenway would still need motorized access so if no alley they would be isolated, notably in an emergency like fire or medical needs.
Large impact to homeowners along the proposed greenway.
I love it.
This is my favorite option - we need more blocks like this in my neighborhood.
Inconvenient for motor vehicle access, may have maintenance responsibility issues.
Nothing.
Nothing

What do you not like about the full "linear park" design option?
BBQ not necessary--let people bring their own
Nothing. I think it's brilliant.
May cause congestion on other streets. I'm not too concerned about this.
The bike trail cuts right through the neighborhood.
People buy homes based on location. Now you are giving some people a park yard and blocking through access to others. Not cool!
I am concerned for my safety being off streets less cops more drug dealing to encounter as a female I would not bike it just like i won't bike 26th to get to NE too much risk of rape/robbery to even bother- I only use the camden bridge i may consider lowry / dowling too crazy for car traffic.
Certainly, there will be an impact on E-W car traffic. The few streets that are now cross streets (presumably, 44th, Dowling, Lowry, etc.) become busier. Perhaps Theodore Wirth Pkwy is a good model for this, though. Traffic doesn't seem too crazy there.
I am not aware of the street it would be on, but it could take away parking and it could cause frustration to drivers trying to get to the streets on the other side.
I do not like it, I do not want it and feel it is a waste of money and resources!
N/A
I love it.
Depending on where it is put exactly it could be unsafe at certain times of the day. Even if it is safe the stigma of north Minneapolis may make it not used as often at certain times of the day as people may be afraid to be so alone. It also may increase crime at the homes along the greenway due to less traffic around.
Very limited parking for those living on the street or having a BBQ or other gathering
garages and driveways in North Mpls are small. most residents are forced to park at least one car on the street. this option leaves no parking for the houses fronting this green space. this green space will feel owned by the residences fronting it. Not very inviting to outsiders.
It can make it difficult for guests to access the fronts of homes facing the greenway. It can essentially isolate these homes from the rest of the neighborhood.
requires detour
My reservation would be that residents would actually want this kind of traffic around their homes. Is community-based research being done? How did this project initiate? Were residents encouraged to contribute input? Ultimately, residents have to want something like this, or it risks becoming invasive.
I don't have any significant concerns of this option.
More space for theft to happen without police presence
I think this is the best option.
It appears there'd be more pavement - since the homes that face the greenway would need more pavement laid down in addition to greenway.
I like this option the best.
I really like it!
Perhaps less traffic (ie. no cars) can add to less safety in the evening. You'll have to turn to the midtown greenway for ideas about risks when its dark. I wonder, "Will I feel safe biking at night on this path?"

What do you not like about the full "linear park" design option?
Nothing
Possibly it has more traffic stops than the half-and-half option.
cross traffic from vehicles
Can't park in front of home or have guests park in front of our home when they visit.
Lance wannabes, singly and in groups, will surely use it for riding as fast as they can, making it far less pleasant for others.
Puts too much traffic on adjacent streets; upkeep costs higher than a partial park; disenfranchises too many east/west routes
Personally, there are no negatives.
housing access might be difficult
The ambiguity with stop signs and crossing traffic makes for unsafe crossing practices by both greenway users and cross car traffic. The fact that sections of the trail are secluded but easily accessible to non-greenway users can be a personal safety problem, with muggings and such.
Requires more, long-term maintenance. Possible security issues.
Car traffic would have a hard time getting around.
nothing
limits parking - could be a big issue in some areas.
Nothing
How do you get homeowners to yield front access to their property?
Nothing.
As with the southside Greenway, it can become isolated at other than peak traffic hours. It also removes bike traffic from the driving public's view, leaving many drivers thinking that bikes don't belong on regular city streets. In the long run, having drivers accept bikes as part of regular traffic is more beneficial than creating off-road areas. Linear parks are fine for basic recreational use (e.g., the trails around the city lakes), but not as part of a transportation plan.
Nothing. Although I can imagine people living on the linear park may be frustrated by having to drive further to get to their homes.
When there are a lot of people using the path, it can get very full and dangerous as both the slow and fast people aren't paying as much attention as they should be.
Unless there aren't options for lighting, I love every thing about it. Also, there needs to be room for an emergency vehicle to get through.
Will close off a number of neighborhood streets. Increased mainteance costs for up keep of right away. Increase or decrease in home values to directly contagious property. Access to homes along the linear park.
Streets become dead ends.
Are these really an option? Would be a very dramatic transition for traffic flow.
Disruption to car traffic, disruption to businesses along the proposed route.
It's harder (impossible) to get acceptance from homeowners fronting the street for this.
I would worry a little about traffic increase on neighboring streets.
I might impair traffic flow to the neighborhood and make it difficult for them to commute.
possible speed limit of 10 mph; drivers think if there is a path, then bikes should not be on roads

What do you not like about the full "linear park" design option?
It could be unsafe at night, because there would not be many people there.
Long term upkeep
Nothing
Nothing, I think it would be really peaceful.
What's not to like?
Public would probably be resistant too because they would perceive that traffic on other streets would be more congested.
Nothing
Might not be plowed in the wintertime for bike commuters.
It seems to block access to people's houses (those that currently face the street being considered for greenwayification)
Nothing - but would just want to make sure it is well lit
I love this design option- my only worry is safety. When the entire space is blocked off, there is less pedestrian and car traffic- so the safety precautions (phones, lights, etc.) would need to be very good.
It limits the use of space by the neighborhood --- who is used to driving through the area. They had access when they moved in - and now the game has changed for them.
impact on gridlock on other roads
nothing
Can seem inconvenient (at first) to residents, but my own experience shows that time passes and it is eventually seen as a total positive.
that it could lead to crime flocking to area--it might not be well light and not a top priority to plow in the winter
Make sure ALL residents who live there are engaged and not negitively impacted
Harder to enter and exit the path, isolation could lead to crime as bikers would have no options to leave the path if attacked or followed.
how long it is going to be? how far will I have to go out of my way if I run into it in my car?
extended break in the street grid; safety concerns of no possible patrol by MPD in problem areas
I like it all
Nothing.
Don't know/unsure of proximity to a proposed route option
It can be an adjustment for those residents who would lose access they've already had for cars. I am sure it would cause disappointment ranging up to anger over parking and driving lanes lost.
Complaints will be from those who have cars and friends who may want to visit.
It seems it might cause more traffic hassle with the intersecting streets
it would take away parking for those residents
It does not accomodate all citizens those that don't ride bikes. There is not many bike riders to justify. The design is not clear for the average person to see a clear pictures. Same as above

What do you not like about the full "linear park" design option?
unnecessary changes, money should not be spent on making bike lanes, leave things alone. The parkway already has plenty of green space for people to enjoy.
Nothing
nothing
Nothing really
Proximity to route not indicated by respondent
unfair to homeowners, limits access to front of house from invited visitors
Less parking for area residents, limited access to homes for emergencies, construction etc. Navigation problems for motorists, deliveries etc.
Nothing.
How do I get to the front of my house, what if I want to have people visit for Turkey day or Christmas?????
There is nothing to not like about it for me
I feel like it may be cut off from the community with no cars and provide less of a safe atmosphere. Not real well-versed on these issues, but it seems like this would restrict access and not encourage it.
No cars coming into our neighborhood. Nowhere to park when visiting.
access to homes. where are visitors supposed to park their cars? the proposed areas are over a large.amount of territory and some already have parking issues (like north commons).
nothing
NA
Although constructed on a "right of way" between housing lots, may restrict road access (or limit it) for some residents, depending on where garages, etc. are located. Residents nearby would also need to be reminded of the PUBLIC nature of such a greenway, which may have increased foot and bicycle traffic, rather than motorized vehicles. Issue of parking for residents living near greenway can become an issue (both FOR residents used to parking there, AND for visitors).
nothing
potentially could make it more difficult to get around the neighborhood in a car

What do you like about the "half and half" greenway design option?

What do you like about the "half and half" greenway design option?
Live on proposed route option A
The idea that the greenway is discourages vehicle traffic with the 90 degree turns at the intersections.
This would be my second choice, still provides a wonderful space the north side needs.
Motorists who might not otherwise see the greenway could be exposed to it via their car travel.
Parking available. There should be permit parking only. This way people coming into the neighborhood to hang out and cause trouble would not be able to sit in their cars.
slows traffic - separates cars and bikes - keeps parking in front
It provides safe passage for bikes and pedestrians, out of the path of cars.
I don't like this option at all.
Looks like it still allows for proper traffic and parking for homeowners on the street in question.
Room for resident and guest parking, emergent vehicles, trucks for moving, etc.
This is my favorite. I would advocate for one-way traffic with on-street parking.
Increase value to the homes in the area.
This is my favorite option. I would prefer the version that is a one-way with parking, so that guests would still be able to park next to the house. I like that the bikes are still separated from traffic for safety.
The half and half option is my best choice, it allows for parking while still having bike lanes in a growing biking community. It also allows for a lesser level of traffic on an already busy street (Humboldt), and would eliminate a lot of the riff raff that tends to use this street as a junction for "bad" activity. The one way street option is favorable as well, as it would allow for parking and more room to bike ride and relax outside.And Humboldt is wide enough to accommodate it!
The half and half option is my best choice, it allows for parking while still having bike lanes in a growing biking community. It also allows for a lesser level of traffic on an already busy street (Humboldt), and would eliminate a lot of the riff raff that tends to use this street as a junction for "bad" activity. The one way street option is favorable as well, as it would allow for parking and more room to bike ride and relax outside.And Humboldt is wide enough to accommodate it, and relieve some of the speeding and additional traffic on a growing owner occupied street! The only thing I see that would be bad is if it were a two way street, the one way option tends to lessen the traffic, and unwanted stops that we have observed over the years with regards to drug deals, some prostitution and gang activity in the area!
It allows for parking while still maintaining some greenway feel.
This creates a safe and less interrupted bike travel path while not eliminating parking and/or travel for cars. It adds the benefit of the greenway without taking away from the usability of the streets.
bike lanes seperating from motor vehicle traffic
allows minimal traffic
still limited traffic with limits on through traffic
would prefer the full greenway
Live on proposed route option B

What do you like about the "half and half" greenway design option?
This would be a nice option to slow, maybe even easy speeding & heavy traffic through a residential area. The only real attraction is the possibility of lighter traffic & possibly one way streets to discourage through traffic.
Cars aren't limited in where they can go.
Adds green space, doesn't eliminate all traffic/all parking.
Not much more than the full option. I still fail to see why this is necessary or useful to residents, and the aforementioned downsides still outweigh any benefits (none of which I can think of). not entirely closing the street off is a much better option than the full plan, however.
This is OK. It might be a compromise option but not my ideal/
I like that it slows down traffic.
safer for cars, bikes & pedestrians -- in terms of the possibility of more people being in the area & because the bike/pedestrian & car trails are separated; allows for both traffic & pedestrian use of the greenway;
nothing
It is still better than no greenway, and does solve some parking issues for those with smaller garages
A good compromise that will control traffic and still leave greenway room. Good to have street parking for residents and visitors.
There is a way for business and guest traffic to get to the front of the residents' homes. I like this option ONLY is if there is parking on one side of the street.
Slows down traffic flow
Live on proposed route option C
n/a
I like that it still allows for some parking if they become one ways and keeps bike and vehicle traffic separate optimizing safety. I think this is the best option.
Allows for a modification of the street without an elimination of the street.
I don't like it
Maintains access for package, newspaper, and emergency vehicles. Also parking.
nothing
no contact with cars
Having both vehicles and bikes - even though I don't drive. It would provide better access in emergency situations, for example.
Allows for street parking
I like that there is a safer bike lane than option 3. Parking is still available.
I am not sure I've ever actually ridden on a greenway like this. It seems to me the best option for a greenway in North, as it is not secluded from the rest of traffic- there is more exposure and eyes watching and thus less likelihood for personal crimes. I live in North and would hope to make use of this a lot.
A lot of trees and plants in the area
Nothing sounds good about this.
I prefer this to the full greenway since there could be vehicle access. I prefer a one-way street with parking. I feel older residents need to be able to

What do you like about the "half and half" greenway design option?
get out there front door and quickly to their car.
I like the option of the one-way with parking. It would be nice to have more green space, gardens and access to a bike path.
i can still get to my house and pethaps park in front
Live on multiple route options
Nothing. We already have Traffic Diversion impediments on 27th and Irving, 29th and James, and 30th and Knox. I notice that your map does not display these and they are displayed as through streets.
Reduction in car traffic and somewhat bike/walking friendly
I really like that allowing some car access would then allow those from outside the core neighborhood to access the area; more than anything dispelling the ongoing theory from those outside of North that this is a unsafe area. The more we bring others into our community the less misperceptions there will be
Live on a proposed route option, but don't know/unsure of which option or did not indicate which option
It gives space for residential parking and for people who want street access to their houses. I wish every residential street were a half and half like this. If I couldn't live on a full greenway, I'd like to live on one of these.
If we can't do a full why not a half. But do a full.
Keeping the flow of traffic
It's a good compromise that allows for some vehicle traffic while keeping an exclusive bike lane. The more we can set aside space for bikers, and lanes where bikers don't have to stop and restart, the better.
Live near a street that may become a greenway
It continues traffic to house fronts on the old street, but still provides a safe route for bikes.
Nothing
This seems like a good solution for bikes and cars.
Safer option
Like the dedicated bike path with no car traffic
On-street parking
I think the Half and Half option stil offers a safe environment for bicyclists
It's better than nothing, but north Minneapolis could really use an additional dedicated bike path like the many trails in South Minneapolis.
Seems to be the best compromise for cyclists and motorists which would still allow access to front of homes by motorists.
bikes don't mix with traffic. retains on street parking and makes travel on this road less likely since it doesn't go thru.
more green space and as an avid cyclist- i like the bike path! maintains car traffic as well. dont need to stop biking at intersections.
It keeps a place for both biking/walking and motorists in the right of way.
Nothing. The taxpayers and city wasted enough money on sidewalks for people and all they do is walk down the middle of the street. Should I ride my bike down the street so I get shot for my bike?
The bike option is allowed to go straight through with no detour.

What do you like about the "half and half" greenway design option?
Still better than riding on streets with bike lanes.
I like that there is a dedicated bike lane,. even with traffic.
The bike path is still protected from traffic.
I think this is the nicest option for the peopel that live on 26th.
nice, but not as park-like or nice for biking.
Separation of bike and car traffic.
Traffic can still exist.
I do not like this idea
Allows for safe bike travel while preserving sensible roadway configurations for vehicles.
Allows for car traffic flow without having to go completely around the greenway. Something is better than nothing!
Not likely to increase traffic in other areas.
Something is better than nothing.
This plan is a good overall compromise. Traffic could still move through and it would very likely be safe for bikers.
Bike traffic separate from cars
Still somewhat safe for bicyclists but allows more space for residential traffic.
This would probably be the easiest option to implement because it still allows for cross traffic. I like that I wouldn't have to be nervous about weather or not cars would stop for me.
That the bike lane is separated from the street.
I really like the diagonal intersection design that allow bike traffic to continue uninterrupted. I like that the bike trail is physically separated from the street at all times. These go a long way to ensuring bike safety and promoting the trails use.
It allows for some biking.
This would provide for emergency access to the homes on the street and still provide a safe place for walkers and bike riders. It also would provide traffic calming (all lot of streets could use this)
Somewhat safer.
NOTHING
I like that there is still a private trail for bikes only.
Here residents have the opertunity to park their cars, and it become one way traffic.
Traffic is greatly reduced, while bikes get the go-ahead, safe. Homes still have access to the street
It would be better than nothing but I prefer the bike-only option better. At least it would have the round-a-bouts to lesson traffic and deter speeders. It would provide better safety for bikers than on a two-way street.
Isolated bike route. maintains road access to homes.
Less disruptive to traffic.
I like the additional green space with but the allowance for light traffic
The ease of biking with limited automobile traffic.

What do you like about the "half and half" greenway design option?
More moderate and still safe as an option. Also, it could follow the bends already present in many of the streets in North Minneapolis.
It keeps the bikes and cars separate. It utilizes a type of intersection that is common in North Mpls already (the L-shaped road).
I like the dedicated lane for non-motorized traffic, and it looks like the design would avoid street crossings for bikes.
At least you can get out of your own house or park in front of a friend's house when visiting.
CALMS TRAFFIC AND SAFER
Likely to make everyone happy . . .
Still room for cars to get through, shared access. Added access for bikes and it would beautify the area.
room for both cars and bikes with designated space for them - looks safe
Compromise between allowing traffic access and providing a good community space. Allows people access to the space that might not live in the immediate area.
This might work as a "compromise solution" in rare situations where a full linear option is not workable. The threshold would have to be pretty high; otherwise, the full linear greenway should be used.
Parking remains. Emergency and police access
The dedicated bike lane, and the dead ends.
Low traffic impact
safety for bicycles, designated lanes, discouraging cars from using non-thru routes as thru routes with the curved streets
N/A
Sure why not.
I like that it offers a safe route for biking.
The bike trail is continuous.
allows some traffic flow
Positive: allows for some safe biking options.
Accomodates local traffic and still provides safety features for bicyclists. Calms traffic and would probably move non-local traffic to other streets.
This is a safer design than a bike boulevard. Drivers along the proposed route are more careless than other parts of the city, so bicycle safety should be an important aspect of the design.
Safer for bikers than Bike Boulevard.
it gives some good space, protected, for bikes, and it also gives some space for moving cars
It's a way for bikes and cars to coexist which just might, in the long run, make it better for bikers.
local houses have some parking
Don't live near a street that may become a greenway
more urban. gives people an opportunity to see the neighborhood. Not isolated.
More confusing traffic patterns if new to area.
Another great option!
slows down traffic

What do you like about the "half and half" greenway design option?
A good balance, prioritizes bike access but allows space for continued street parking and access to home fronts by vehicle.
It maintains a vehicle connection for residents living on the greenway for visitors.
Increased access and safety for non-motorized transport.
This would be the second best option. Vehicle traffic still separated from pedestrian/cyclists.
It provides a separate sidewalk to the path.
It allows people to still park in front of their homes, I guess. Still allows deliveries, etc.
The physical buffer between vehicles and the path.
Safe option for users
still segregate bike line - safety
Like that car traffic and bike traffic is separated - hopefully a physical separation (plastic bollards, grade differences, concrete curb, etc.) would also be implemented, further enabling safety of bicyclists. Separated bike facilities would also encourage people who don't typically think of themselves as bicyclists to give it a go since safety could be used as a marketing tool to cater to this demographic.
It is more likely to get support from people that are anti-greenway.
This seems like a good compromise and seems like people should still have access to their homes. From what I understand, this seems like it might be the best option.
Leaves space for both parking and bicycles, bicycle traffic separate from car traffic, traffic is diverted.
Complete separation of cars and bikes when actually traveling is great. Bikes would be able to move quickly and feel completely safe because of the separation from cars. Access to houses along the route by car would be preserved for the elderly and disabled.
As long as the bikeway is separated from the roadway...it is ok
Still a main trail for bikers.
Separation from traffic, and the ability to bike with small children in a safe environment.
The bikeway is physically separated from the road for safety. The design of the road discourages through traffic.
I like the fact that bicycles do not have to cross many or any intersections of traffic.
it slows down traffic, makes transit easier for through/commuting cyclists, it's a thoroughfare instead of a community space
An attractive option ONLY if a full greenway is ruled out. The reduction of cycling space is detrimental to safety between casual and serious (fast) cyclists. Moreover, the loss of space for public land use (parkland, etc.) is a significant drawback.
SO so
Annoying for neighbours to get thru
good comprimise between bikes and cars
It would cut down on the inevitable grousing from motorists by preserving some existing roadways.
Less impact on residents.
Still have access for cars, but protection for bikes.
Segregated bike paths. Traffic calming.Car access still available for homes.
Less car traffic than option 3.

What do you like about the "half and half" greenway design option?
less disruption to traffic and no, or little, increase in traffic on adjacent neighborhood streets
unimpeded bike traffic
Convenience, ease of use. This option is also very safe and gives commuters and recreational users the awareness that they are to just be on the lookout for other cyclists/walkers/skaters/etc.
Continues to maintain a space only for bicyclists.
compromise
More visability to patrol with traffic, opens it up to traffic but still at a slower rate. I like how it has separate lanes for bikes and vehicles.
It provides the dedicated bike/ped lane while still allowing for some vehicular traffic (separate from the bikes/peds) and on-street parking for the properties abutting the parkway. It adds greenspace and amenities to the area.
This would be my second option because it does not mix bikers and traffice
Doesn't cut off traffic and doesn't have cars and bikes on the same road.
Like that it provides dedicated bike space
This is the second best option. I would like this better than a regular street, but not nearly as much as a full greenway.
Might be a peaceful option for those who NEED cars
Allows for fair amount of bicycling/walking/green space, while minimally disruptive to driving cars down it
The same as for option number 1: I like separating bikes and pedestrians from motor traffic. It looks like the half and half option would still allow for separation.
isolating bikes from cars
Keeps traffic and parking available for homes
If it is bike only (except the sharing with autos) I like best, limits worrying about pedestrians and dog walkers, joggers etc.,
next best option
Seems like it is a good compromise between existing land use and adding in a separated, continuous trail.
bike path
Less impact to residents on the affected streets than linear greenway. New pavement.
I like this option best. Calms traffic in neighborhood by looping some streets. Bike path is safe b/c it doesn't cross streets.
accommodates motor vehicles and yet allows bicycle traffic to flow without worry of cross traffic, etc. I prefer this from both aspects as it achieves a good balance and respects the need for both.
Greater visibility
Access to housing will be easier to swallow for home owners. Otherwise is this a poorman's second choice. Traffic calming maximization. Minimization of cross streets still provides unbroken path.
This is not nearly as impressive, but it still provides a dedicated path for bicyclists and pedestrians that is protected from traffic, and that is great!
This would still allow cars the use of the street on Fremont & Emerson.
I like that bike traffic appears to take priority over car traffic.
Keeps the streets so they can be used, and the bike lane is separate.

What do you like about the "half and half" greenway design option?
Good hiking amenities
Would not disrupt traffic and still safe for biking
This design has worked well to push the majority of auto traffic to other streets where it has been used in S. Minneapolis.
Seems pretty safe for bikes and pedestrians (not much interaction with cars)
It still offers a safe ride to bikers and car traffic is not affected as much.
Non-motorized traffic does not have to contend with crossing motorized intersections. People living along the greenway have motorized acess like for fire or medical emergencies.
Low risk to greenway riders. Additional green space along trail. Increased potential for ridership and walking/jogging. Increased value to impacted neighborhoods. Less dramatic change for impacted neighborhoods.
Still allows for bikers and pedestrians to travel without having to navigate road traffic; safer and more appealing than option 3.
If I was biking, I wouldn't have to mix with traffic, or stop at the intersections.
Additional green space, calms traffic, better use for wasted parking space.
Takes into account cars and bikes/peds. Trail for bikes is still separate -- good for safety.
It keeps bike traffic away from cars.
Limits car traffic.
It allows car traffic (slowed) and bike traffic. It is also somewhat park-like.
Has a completely separate bike path
Not much it is too much of a compromise and nobody wins
Reduction of potential bike/car conflicts. Dedicated bike transit way to allow for faster commuting/riding times.
nice for biking but still provides access for cars
This a perfect idea. This "half and half" idea supports the vehicle traffic that is necessary in every neighborhood, but also merges the community with the green-way through biking, running, walking and nature.
it's a better idea , i really like how it is set up on 49th between humboldt & lyndale I feel very safe bikeing there and frankly would love to see that design everywhere- it's one side of the street a trail instead of just a sidewalk separate from street but easy view of bikes for the cars and of cars for the bikes.
It's a nice balance to allow safe bike areas and keep traffic flowing.
I like that the cyclist is still completely removed from street traffic in this design and is not required to cross intersections as the trail moves diagonal
I do not like it, I do not want it and feel it is a waste of money and resources!
It seems less disruptive to the neighborhood.
I like that the bike lane is independent of the street and the turns in street traffic slow speeds which will likely benefit both bikes and the neighborhood.
some parking is available for those driving to use the green space
provides separated bike access. slows/ eliminates traffic even more since you have to change your 'direction' at intersection. Great for those living on the street. traffic is sent to other collector streets, like areas of Southwest Mpls/ Linden Hills.

What do you like about the "half and half" greenway design option?
It still allows access to the homes along the greenway.
not very different than current design
I like that bikes don't have to cross so many streets and can get to where they are going quickly.
I like that it would not significantly alter traffic routes for people in the area who might need them.
I like that cars are no longer the dominate form of transportation on this greenway.
still away from car traffic
That there is designated bike space and the potential for more safety for bikers.
Because of proximity of car traffic, it looks like it'd be safer because of more "eyes on the street"
Maintains a trail and some of the park eminities
It still allows for cars.
Seems easier to implement. Bikers would still feel safe from cars. People that drive see the people that bike.
I would not support this option.
it possibly has fewer traffic stops than the full greenway option.
no cross traffic
Traffic calming with the forced turns. Bikes are still kept separate from cars. Parking and street access is still retained.
Your description. "The trail crosses some intersections diagonally so that bikes do not have to stop..." gave me the best laugh I've had all day. You've clearly never been to Minneapolis. You should visit some day, and watch the bicyclists, and try to catch one stopping for a stop sign. Good luck.
Traffic isn't interruped as much as a full parkway
This would be my second preference, after a full greenway, because it appears to insulate cyclists.
I like that I am safe from oncoming traffic and that I can get to my destination expediently.
still separate trail, home access
Increased safety because auto traffic and bike traffic don't mix. Flow on the greenway works better. Personal safety seems more easily protected because of more visibility.
Seperates traffic from cyclists. More likely to be used as a bike commuting route. (Option A seems more recreationally focused.)
Seperate bike path for bikes.
reasonable comprimise for traffice flow
new concept to me- I like the idea of preserving driving and parking with this option but still creating a separate space for bikes.
separate from the road, no need to be around cars
Dedicated bike lane is better for casual cyclists and pedestrians, homeowners retain front door access. More room to safely stay away from car doors.
Keeps the area busy, so may reduce vandalism and mischief.
I like that bikes would be more visible.
Seems like a good balance between biking completely off road and still allowing car traffic.

What do you like about the "half and half" greenway design option?
I like having the bike path separate from the road so that I do not have to worry about how visible I am to cars, especially at night. At the same time, at night, I like that these are usually less secluded than the full lawn design.
Allows for better automobile traffic in the neighborhood and access to homes especially by residents and visitors. Traffic is still seperated and provides a safe route for all levels of bicyclists. eliminates stops signs.
It is safe and still allows for vehicle traffic.
green space, safer place for newer riders, bikes having the right of way, no stop signs
Best option that combines separate traffic for bikes & cars, but still keeps 'some' traffic flow on existing street layout
This option balances the competing demands of car and bicycle traffic. The off-road trail with minimal street crossings provides a safer option for cyclists. Travel by car may become more inconvenient, but access is not curtailed as much as the full linear greenway option.
Better than a bike boulevard. Minimal auto traffic.
It allows for both car and bicycle traffic
I gives bikes and cars a balance so that both have their own space.
Still allows for some car traffic so there is drivers get angry less that the bikers are taking up their space.
Separation of bike and motor traffic
Protects cyclists from automotive traffic.
separation from cars, parking, buses
Bicycle traffic is uninterrupted by cross streets, and would therefore feel safer for a cyclist. Also, cars would still have access/ the cross streets are not completely cut off.
Still allows for some car access, so is more of a comprise
Still has minimal traffic crossings for the bike "path" users.
It's better than just a bike lane.
Provides access for vehicles and also provides some protections for bicyclists. Vehicle speed reduction is a good thing.
Seems to provide the best of both worlds with little sacrifice on either side.
it still separates bikes and cars.
Having the streets turn instead of going through causes vehicles to slow down.
It includes everyone.
I like the potential again for longer stretches of uninterrupted biking (more of a super-highway feel), but also the ability to dump out and leave the greenway at any intersection instead of waiting for an exit (thinking of the current midtown greenway here, though this looks to be street level, so that may not even be a concern in this case).
Still has an independent bike lane
This option provides ease for a biker- their trip is uninterrupted when they cross the 'crossover street'. Additionally, the biker feels completely safe when on their own bike path, next to the street.
Keeps access for the residents of the neighborhood. Has some limitations -- but not as many as the full greenway option.

What do you like about the "half and half" greenway design option?
nice mix for all traffic, bikers remain safe evrn with car traffic
It's better than nothing. Safer for bikes.
Improves life for cyclists and residents. Better quality of life and sense of safety.
The road in addition to the trail as too close
i dont like anything about it except that is a way to promote biking
It would accomodate residents better
Seems like it would require less infrastructure change but still get the benefits of less traffic. Street level would allow easier access for bikers and pedestrians.
reduces traffic. improves the noise.
I've heard it cuts crime. I would be more likely to use it as part of a bike trip.
continuity of bike path
Safer for bikes
Doesn't look safe. Don't like this option
local houses have some parking
it would probably cut down on car traffic, but increase bike traffic, which I would like.
Nothing
I'm not a fan of this option, I'd rank it third of the three. The only benefit to the curved streets like this is that it forces cars to slow down. However, I think the roundabouts are a superior option.
it still lets traffic move through along with the trail.
path dedicated to bikes that is not mixed with cars.
Like that there's a designated space for cyclists and cars. Looks clearly marked and hard to miss with a curb separating the two.
Better than a bike boulevard, but using it would not be as distinct as a full greenway minneapolis bike experience. A full greenway would promote much more usage and create an identity and culture that would be much easier to promote than a half-and-half or bike boulevard greenway.
It seems like the best solution for both bikers and motor vehicles. I like that the paths exisit for both, but that they are completely separated from one another.
cars still allowed
Don't know/unsure of proximity to a proposed route option
This is a great option, as it accommodates those who would benefit from a bike highway as well as those drivers who use the streets and the residents who are used to parking/driving options currently available. I like that it's mixed use because it serves more people.
Nice
I like this option best as it seems traffic and bikes necessarily run into each other.
seems like a good compromise. Allows safe bike lanes that are separate from traffic yet still allows cars and parking

What do you like about the "half and half" greenway design option?
I give the same anwers and comments
nothing
separated from the street
Better than nothing.
Proximity to route not indicated by respondent
Room for cars and bikes/walking and I can have guests and get to my front door.
If there is going to be a greenway cars to me do not work well the bikes and walking
parking and access to homes
Bikeway.
I've never biked on a design like this, so I'm not sure how it would look exactly. I like the idea though.
I like if as a biker I could see the cars but do not share lanes with them. I would like a physical barrier bewteen bikes and cars.
Nothing
can continue to park in front of my house
Continues to permit motorized vehicle traffic for residents of areas near greenway. Keeps bicycle traffic separate from roadway (in some cases).
gives bikers a trail to use without being on/adjacent to the street with car traffic

What do you not like about the "half and half" greenway design option?

What do you not like about the "half and half" greenway design option?
Live on proposed route option A
I prefer no vehicle traffic in the greenway to allow for more green space.
Could be confusing for driving and people may not obey.
This would still have noise associated with vehicles, car music, etc, that most don't want to hear when trying to excercise or take a peaceful stroll.
Seems a bit convoluted in design and I still prefer the absence of cars altogether for reasons stated on the previous page.
Nothing.
makes traffic aawkward
It does not eliminate car traffic from the street in question
Causes additional hassle for bikers and motorists.
Parking looks to only be accessible from certain areas, so having to navigate to your front door would be more difficult
It is the best design. The goofy curved intersection is NOT needed. Just place a one way that runs the length of the bike way.
Not a full greenway.
There is nothing I dislike about this option, especially if the parking option is chosen.
confusing and annoying for people who don't live here and don't know the way to get where they are going
The only thing I see that would be bad is if it were a two way street, the one way option tends to lessen the traffic, and unwanted stops that we have observed over the years with regards to drug deals, some prostitution and gang activity in the area!
The only thing I see that would be bad is if it were a two way street, the one way option tends to lessen the traffic, and unwanted stops that we have observed over the years with regards to drug deals, some prostitution and gang activity in the area!
It doesn't seem to really give enough of either
I can't think of any downside (with the slight exception of altering traffic patterns, but that can easily be overcome and adjusted to)
what is actually seperating these lanes? I think you definitely need a fence if not large concrete barrierrs to keep the bike lane completely safe.
allows minimal traffic
mor noise
it would still have traffic now bikes too
Live on proposed route option B
The option does not bring all the advantages to a bike & trail only greenway. We lose out on the park like amenities that make this such a great idea.
This design makes pedestrian and bikers at competition for space.
Does not add as much green, ends up being utilized more like the new area on Humboldt where it's really just a curvy stretch of Humboldt, not a recreation destination. Doesn't look pedestrian friendly as much as the parkway.
Almost all of it. One side parking and one way traffic will make it difficult for me and my family to get in and out of our houses. As mentioned in the previous post, I am disabled, and I also do not drive but take the bus, therefore I am not enthused about changes that would affect my (and any other person with mobility issues) ability to get in a car or have to walk farther to the bus stop. And as stated in the last question, as a block leader I object to the fact that the postcard did not disclose which streets were the proposed routes. My neighbors are unlikely to attend the community

meeting to give input if they are not aware that our street is under consideration, which disenfranchises them. Most importantly, you labeled our street "Grand Ave" instead of "Girard Ave" on your maps of the proposed routes. If you cannot correctly label your maps I have little confidence in the sincerity or organization of this project.
I don't like the idea of cars along with bikes.
The redistribution of traffic design seems confusing
you would still cut off access to many homes. awith NO place to park & no access to police or fire
Half and half option dilutes the full benefit of a full greenway. It can also create frustrating traffic patterns for those used to streets that go all the way through
Hard to understand where car traffic is being diverted.
If there is no parking there is no plus to this and it will just turn into a mini-speedway for people trying to skip over traffic lights. There will be no plus for pedestrians and might even be worst if it takes away a sidewalk from one side (will the bike trail have a walking lane?). There is really no reason to keep car traffic flowing in random patterns on the residential streets if there is no parking.
Would make it difficult to navigate to my home.
Live on proposed route option C
I don't feel like this would really do much, other then add irritating bikers to the street
Could get confusing.
inconvenient for drivers and bikers use street anyways harder for snow plows to move snow
Nothing
The same that applied to the full. A greenway would complicate all parts of my and my husband's retirement plans to be able to stay in our home. Parking is the biggest issue ans the cost of such follishness.
Drivers might be confused?
is it as safe?
Lots of potential traffic in front of residences. One way roads aren't fun for residents and their guests.
I can't see a problem with it. This is a very exciting design to me.
I think people would be confused by roundabouts and speed bumps are annoying
The same issue as with the first design - parking is the issue. Bike paths would only be used for half a year (if at all, since we already have a bike trail at Victory Memorial Parkway) but residents would be inconvenienced all year long. Doesn't sound like a good trade-off.
I believe this would be safer for pedestrians.
My fear is that the city will be slow to maintain the greenways in North Mpls and that there will be people gathering in these locations late a night. Which in turn could up the calls to police about break ins, vandalism, theft from cars, violet acts of pedestrians using the bike path
like this one
Live on multiple route options
Again, These developments interfere with local residents Traffic and Parking. Several of our roads have already been converted to one way streets for the convenience of bike/walk traffic and they are underutilized. Theodore Wirth Parkway has wonderful bike lanes 10-12 blocks west of the proposed route and the proposed Riverfront development will have bike paths 10-12 blocks to the east. How much bike traffic do we need and at what cost to the residents who live in this community?
Not as much green space as full option

would have to make sure there are ways to keep the traffic speed DOWN. as well as noise
Live on a proposed route option, but don't know/unsure of which option or did not indicate which option
Greater chance of pedestrian/bicycle and pedestrian/car collisions than a full greenway. If there is no parking, it becomes a through street which is not ideal - I'd prefer the only people using the street be people who intend to stop on that block.
Closing off streets makes navigating the neighborhood more difficult.
Live near a street that may become a greenway
This leaves fewer options for amenities like grills, benches, and increased trees.
No room amenities
Some cars on the same street. Les s of extra amenities options
This option does not create the beautiful park like setting that can be enjoyed by all and not just bicyclists
Cars.
According to the illustration, this design still has issues with cross street intersections being closed.
to confusing for motorist. Traffic in N. Mpls. is erratic and unlikely to follow this design
as a driver i'd not like that it doesn't go thru. might generate more traffic on the streets to either side.
the streets (east/west) are interrupted which is annoying as a car driver.
Motorists may try to cut across the path broken up by the bike path.
Everything. Waste of money.
Traffic has to be altered.
You still have to deal with traffic and stop signs. Sometimes it's great just to ride without breaking your stride.
I like it as a biker, but when I am in my car, I don't like that can't turn at some intersections.
It's a pain for drivers for all those diverted streets. South Mpls where I used to live has many of these.
I would like a deciated path for runners, so they are not running on the bike path.
I don't like the cars that you'd see/hear along the route.
Increased probability of auto accidents at turns. Two way traffic dangerous around turns. Two way traffic also shares concern about reduction in on street parking with full option, but the hazard is also increased because folks will park for short periods which will increase the probability of auto accidents.
Might eliminate parking.
This would cause homes to be torn down to make space.
Less opportunity for green space
Less options for green spaces and walking seems like it would be a hassle at intersections.
Not as safe for young bike riders. Takes the calm away form green space when vehicles are constantly passing.
I've seen these in other places, and I find the roads that don't go through, but suddenly turn right or left 90 degrees to be confusing when your trying to get somewhere.
Confusing. Not convinced it's better than other options in any particular way...?
There wouldn't be the added green space that the greenway would offer.

Not as safe for bicyclists, and the weaving pattern with cars and bikes at intersections looks a little confusing.
That there still is car traffic.
The non-standard intersections may be confusing to navigate in a car.
Its not the safest option for biking and walking commuters.
If it weren't a one way street it would limit parking
Bikers and children are not fully safe from vehicles. People are exposed more closely to exhaust fumes from busses and cars.
nice to be free of cars
We don't need MORE greenway
Looks to busy to me and not as community friendly for gathering.
The trail would probably be too narrow for a lot of bike traffic, which could get frustrating.
Frustrating for navigating through neighborhoods, funnels all traffic onto main thoroughfares, not fun to drive on these streets
The fact that it would allow car traffic, which would not be as safe for bikers, and would not provide the additional park-like benefits.
I Think with having traffic and parking adjacent to a park way that is between folks unloading from cars and going to house there is more chance for mishaps.
Could feel less park like.
I like this is the best option
May be inconvenient for traffic if any streets are redirected.
The only thing I might worry about is a lack of curb or division between the car lane and the bike lane. I would want a divider that is substantial that wouldn't allow for a car to careen or veer accidentally into the bike lane.
I don't like the proximity to motorized traffic. It also seems like this could be frustrating for motor vehicles: it's a lot easier to remember "Irving is now the greenway" (for example) than to remember "I can go up Irving as far as 16th, then I have to go west." Finally, it seems like the pedestrian options here are less pleasant than with the full linear park option.
If you want to get to the next block, you have to drive all the way around just to cross the intersection. I've run into these virtually -- and almost literally -- before and they are very annoying. I avoid them whenever possible if I know where they are.
NOT COMPLETELY OFF LIMITS TO CARS
Would rather see the City have some oom pah pah and do this right from the beginning.
nothing
This misses the point. The point is to have a place to bike/walk/roll away from cars. This places a street with cars right next to the bike/ped/path. If you try to please everyone, you end up pleasing nobody. This option looks like a poor approach to compromise.
Some designs are frustrating to drive
not sure I like the bike path not separated from the homes by a sidewalk.
Less pedestrian friendly
Not as peaceful of a biking trail
N/A
The car access looks confusing. You drive North up to a certain point and same with driving South. It just sounds like a lot of needless turning. I suppose the positive is that folks can still park in front of their house. I would encourage folks to use the alley's and garages more.

I have a lot of experience with these half and half streets as a car driver in south Mpls and I find these to be a hassle for drivers, even when you frequent and area often, it is really confusing to keep straight which ones you can get through on going which directions. I suppose some people like them because they keep folks out of their neighborhoods, but I find them off putting and they further isolate areas of the city--instead of inviting me into that space it makes me want to completely avoid it with some pretty negative feelings.
Initially would be confusing to figure out how to get from point A to point B. But people would eventually re-learn how to maneuver the route. Parking could still be an issue for local homeowners abutting the parkway.
It's not as attractive to bicyclists as a Full Greenway.
Car noise and pollution. Less tranquil.
frustrating for lost visitors
it might create a problem for parking in neighborhoods where some do not have off street parking, such as no garages or parking pads.
I think it would make it very complicated when driving to know if I'll be able to get across the street or if I'll be redirected one street up or down. Bikers would not have the route to themselves, and it just makes it more complicated for cars.
The curved streets really create a lot of confusion. I grew up near Jordan Park and it has lots of these. While it does slow down traffic, it isn't user friendly.
the road eats up a lot of the play area.
Traffic.
In the winter, after snow build up on the roads, the lanes become narrower. I'm concerned that the cycling half of the road won't be plowed and cleaned well enough.
Better than a bike boulevard, but using it would not be as distinct as a full greenway minneapolis bike experience. A full greenway would promote much more usage and create an identity and culture that would be much easier to promote than a half-and-half or bike boulevard greenway.
It seems like there will be major construction.
I don't understand the diagonal trail across the intersections. Are care getting funneled off the road in each dire tion?
Don't live near a street that may become a greenway
cars can make biking dangerous. but a barrier would solve this.
it might be confusing for people at first.
No complaints. Would prefer to see the 1-way-with-parking layout as opposed to 2-way-without-parking.
The location of the split could be arbitrary.
Less impact on the community.
This is better then just a bike lane but still dangerous
Confusing for vehicle traffic because streets don't go through.
Makes for really busy front yard, and looks like it has the same or more pavement than a regular street.
It is incomplete in vision. It will not effectively establish a greenway. It may establish a connected trail facility, but a park it will not be.
Vehicular traffic.
Less benefits for non-trail users.
cars take something away from the experience
As pictured it looks like a decent plan - however if cars were given priority over bicyclists at intersections it would pose a problem. As pictured, allowing bikes priority at intersections and designing car lanes so that they must make left-hand turns at intersections, the half and half option

would also provide physical and perceived safety for bicyclists.
It is compromising an exceptional opportunity to create something truly unique and special that changes the way we think about streets and neighborhoods.
not sure. It might be inconvenient for local traffic vehicles.
Possible interactions with cars in intersections? I'm not sure who will have more stop signs here - cyclists or motorists.
Unless complete separation of cars and bikes is maintained with physical barriers, this option could lose the feeling of safety because cars are near to bikes. It also does not create the feeling of a long and narrow park - merely a redefinition of the street.
That it is not a full greenway bikepath
You have the noise of street traffic.
It would feel a lot less like a "green space", and more like just a safer on street bike lane.
Automobile noise and exhaust fumes are still present. There is very little room for park-like amenities. Pedestrians and dog walkers would use the bike trail, making it unattractive for bicycling.
noise from traffic
it can be confusing for motorists, it's a thoroughfare instead of a community space
Loss of space for public land use. Community-building is inhibited by the presence of both vehicular traffic, which is unchecked by bicycle and pedestrian traffic, as well as the lack of open public gathering space.
there would be cars next to you when biking and that makes me more nervous with kids and distracted drivers
Silly design
no room for amenities
By sharing the space with motor traffic, this cuts down on the width of the path for bicycles, which cuts down on much of the appeal. Additionally, when riding the cyclists would still be exposed to car exhaust.
Loses some of the pastoral effect.
Lack of community gathering areas.
More car traffic than option 1.
I wonder about the cost -- is it more?
This will generally be a narrower design, allowing for less traffic.
Still encourages using cars, eliminates more public space.
not sure how the direction of the traffic will work. Looks confusing.
Diverted traffic can make it confusing for getting around green way
Seems like a lot of overhead without significantly more benefit than Option 3. Bike space, but none of the other amenities. Also - provides traffic disruption.
If you're going to put the money into the project, why not go the whole way and put in the full greenway? A full greenway is a defining space, something that would set North Minneapolis apart, something unique and beautiful for everyone to enjoy. There are certainly enough spaces in Minneapolis where cars can drive. Let's use this opportunity to promote North Minneapolis for the beautiful and diverse space that it is at its best.
Lacks inspiration.
Using green space would be disrupted by passing cars

drivers complaining that they have to drive around
Not as safe. Not as much a "park" as a "transit corridor".
Not much to dislike
it's not a full greenway
Not sure where cars would be able to cross the trail since disrupting east-west traffic along a several mile north-south route appears to be part of how this works. Not as much greenspace.
Impossible to get through with a car.
Same as linear greenway, but with reduced impact. Might be unsafe if in an area with driveways that go to street. Is the bike path on- or off-street? Need more information to assess.
Nothing to dislike. I'm guessing it's the most $$ option.
can't see much wrong.. residents may have issues with no parking spaces, but better than a full design prior. perhaps create a way for off street parking at the ends of the blocks or alleyways.
Less conducive to family walks, etc.
Less community connectedness, less park space, less of a focal point, less "green" space.
I believe that North Minneapolis needs a full Greenway to have the full economic and social/transportation impact that is needed.
I think this project is a waste of money. Again please redirect to education of children & at risk teens.
I could see the split roads creating confusion for drivers that could lead to animosity towards cyclists.
might be confusing for people with streets that are closed off.
More interacting with vehicles
Loud car noise
The bike/ped part of the intersection requires sometimes sharp turns, which gets downright dangerous in less than perfect weather, which tends to be close to half of the year in Minnesota.
When driving, I think the routing seems weird. As a person with a car and a bike I would be annoyed when in my car and it's confusing if you aren't familiar with the area
It doesn't have the feel of a park. If this is a space for people to gather for biking, gardening and bbq'ing, this option would not promote that.
There is still a lot of pavement - sealing off the earth.
Increased number of one-way streets. Potentially confusion for drivers unfamiliar with the neighborhoods (how to get through, etc.)
Less green space, less park areas
I'm still seeing cars when I look outside my front windows, and my kids could still get hit by a car if they try to cross the street to visit a friend's house.
No drawbacks.
Might make it confusing when driving if your street all of a sudden takes a turn. I wouldn't think this would be a big deal though.
It doesn't provide the full green space that I am looking for.
It does not eliminate car traffic altogether
Car traffic needs to e controlled to allow safe bicycling.
It will still be about traffic no matter how light. It looses the calming effect of a green space?

Seems to me that there would be some potential for bike/ped conflicts given that the bike path intersects with the sidewalks of adjacent homes. The illustration also shows a grassy strip between the bike path and the road. Who maintains that? Regardless if it is City maintained or home owner maintained I would be concerned about the potential for conflicts in that space as well.
This is my favorite option.
Cars have to meander so bikes which don't use gas can travel a straight line. Yeah, that sounds like a good use of resources.
it can stay all on one side of the street / for crossings it looks a bit confusing the way it is shown here again please look at 49th ave n humboldt to lyndale and bike it you'll see it 's low impact to drivers less re-routing of streets and great for biking too.
Loss of street parking could be an issue if there are currenly a number of people who park there. I also don't like that this optoin offers less green space for public parks, art, gardens, etc...
I do not like it, I do not want it and feel it is a waste of money and resources!
It's not really a greenway or a park.
Maybe be annoying to get to where you want to go via car if you live in the immediate area.
decreased safety for kids playing & cyclists.
slows/ eliminates traffic even more since you have to change your 'direction' at intersection, not so great for getting from point A to point B. but that is what collector streets are for.
The schematic seems awkward at the junction.
one ways
I don't think it would feel as safe, because there's so much less space to use for benches and playgrounds, there will be fewer people out.
It is not as attractive as the full greenway and does not provide opportunities for creating useful community spaces.
I'm worried that it still might emphasize car traffic over other forms of transportation.
still near traffic
I don't think it is as helpful as the full version and misses out on make it a fantastic community addition.
Streets that don't go "thur" are an annoyance. Although I know it's seen as traffic calming, I think it frustrates people and they drive faster to get to the cross street.
Preference continues to be with the roadway. The park favors only one side of the street. The trail and the parkland could end up being a glorified over-sized sidewalk such as the treatment on St. Anthony Pkwy in northeast.
Not as green, less room for bbqs, gardens, etc.
There's still noise and exhaust for bikers.
Car traffic is part of this option.
I don't like riding next to car traffic or anything else that makes it seem more like riding in a city.
feels more like a commuter corridor, than a recreational trail.
People in cars may drive more aggressively when they are pushed away from the straightaway they were on.
The forced turns will lead to motorists' having to drive farther to get where they're going.
It disturbs too many east west routes and makes it harder on mortorized traffic which consists of the majority roadway users and taxpayers
It looks like there might be more opportunities to run into cars.
The design is better than regular streets in terms of safety from doors and traffic, but it is not as peaceful as a full greenway.

less environment, noisier, less safe, less room
I hate streets that are cut off and diverted. I don't think they serve cities well. They just frustrate drivers.
Bike routes easily confused for sidewalks putting cyclists and pedestrians at risk.
Driving would be a problem still.
the car traffic flow seems confusing, it may create more problems than it solves
could make acceess/getting around by car more challenging. This might be ok as speeding could be reduced.
Less green space
Homeowners will quickly learn how to navigate routes to and from homes, but visitors will forever struggle.
Reduces the park like experience. Bikers closer to exhaust.
Again, the segregation of bikes from regular traffic.
The diagonal intersections will be frustrating for car drivers
The sections where roads intersect the bike path can be frustrating as the cars and bicyclists are not always watching for each other.
Potentially a lot of cross streets are blocked, at least in this example
It still brings cars and bikes close together. Turns two-ways into one-ways which may be confusing.
less pretty with car traffic on the side, but still better, prettier, and faster than a bike boulevard
This option sacrifices the public spaces possible with a full linear option. It also causes significantly more disruption to car traffic than a bike boulevard option. It may fall into the classic trap, in the effort to please all, of actually pleasing none.
I think it might be confusing to automobile drivers. e.g. Where can they park or not park? What vehicles can use the bike lanes? Can they block the bike lanes to load/unload?
Sometimes, there isn't enough space for those using the recreational half, and bikes, dogs, runners, etc are all squeezed onto a space too small.
It breaks up the neighborhood and may impair traffic flow.
Still shared with traffic which is noisy and smelly.
Depending on how it is built, shared motor street parking may make a dangerous 'door zone' for bicycles.
seems slightly confusing
Less potential for other green space activities/facilities.
Not quite as bike ped friendly
Cars
It wouldn't include a nice place to walk our dogs. It's not as peaceful, and we need peace around here.
na
Nice to be away from car noise - more peaceful.
noisier, not as pleasant of an experience.
Same as first, would the trail be plowed in the winter for bike commuters.
I am concerned that diagonal intersection crossings may be confusing (for peds, drivers, and bikers); however that could be mitigated by appropriate signage and traffic routing measures.
Having to bike near cars can be loud and smelly - not quite as pleasant

It creates a complicated traffic situation in the neighborhood.
Limits the space for current residents of the neighborhood.
Not as much public green space. More likely to frustrate drivers.
Long term irritant for visiting motorists. Could be reduced with a better signage system and well defined thru streets.
The road is too close to the path
the road is a dangerous place when cars are involved
?
Less peaceful and higher risk of cars at crossings. Signage would have to be very good!
it's otherwise useless for any type of gathering. there are a few just south of Hennepin on the east side and they appear to be alienating/useless for gathering of any sort.
least favorite option--it goes half way and comes up less than one or the other; continuous break in street grid; diverted corners are frustrating for drivers; little space for amenities
Not enough greenery! Too much focus on cars! Don't they get enough space already!!!
Don't like this option the places in the city that already have something similar to this don't seem safe to me.
not as green
Don't know/unsure of proximity to a proposed route option
elimiating the through-traffic on the east-west depiction above may cause consternation to drivers, but I think ultimately it is the safest option when combining bike and street traffic.
Cars
Nothing that I can think of now, I like this option.
north minneapolis already has streets that end or turn away without any notice and these areas can be very confusing if you aren't familiar with them
I give the same answers and comments
it creats dangerous roads
That there is traffic and would make it more dangerous.
noisy, not as private or safe.
Not enough space, not utilizing full potential
Proximity to route not indicated by respondent
I hate that turn around...it is already hard in Jordan to get from one area to the next. I don't want it to be more confusing.
Car traffic. Cars speed thru N Mpls streets recklessly and I doubt it would be any different.
but...cars parked on the street could create traffic problems, so should be NO Parking.
Parking for use of amenities can be an issue for residents and/or visitors.

What do you like about the bike boulevard greenway design option?

What do you like about the bike boulevard greenway design option?
Live on proposed route option A
n/a
More space for bikers is good..
Nothing really - I don't see the difference between that and a regular street.
Nothing.
its bike aware - and better than nothing
I think it always a good idea to have designated bike travel lanes on streets
Probably the cheapest option, but I don't support this option.
Traffic calming measures and no elimination of regular traffic.
It's the same as a street.
I like the traffic calming measures the best.
It would add a needed path for bikes
I'm not really a fan of this option.
I like this one because it allows for signage that would alert drivers to share the r oad with cyclists, like we have in other parts of Minneapolis including Uptown, South, etc.
I like this one because it allows for signage that would alert drivers to share the road with cyclists, like we have in other parts of Minneapolis including Uptown, South, etc, but my concern is that some of the drivers may not yield to the cyclists
meh it would be better than nothing.
It is the least disruptive option as it still allows for car traffic and parking.
not very much it looks like a regular street.
encourages bike traffic
not much
would prefer full
Live on proposed route option B
This is pretty much what I ride with now, with out the intersection round-a-bouts
Not much
Does not restrict car traffic or parking much.
I appreciate that this plan does not close off the street, and from what I can tell by the graphic, allows two-way traffic and parking on both sides. However I continue to question the necessity and usefulness of this project considering all the other more important undressed issues in the neighborhood.
It would be nice to have this option from N Mpls.
it would be the better choice if this is done BUT there are NOT enough bikes to rip up the streets for maybe 10 bikes a week. I drive these street daily and there are not enough bikes to do this major project.

What do you like about the bike boulevard greenway design option?
Not much. Nice to a place for bikes.
Seems like the most cost-effective option. Allows residents normal street access but gives a distinct opportunity for bikes and pedestrians to travel as well.
Allows for and yet slows traffic. A nice improvement to a street but... (see #9)
Keeps parking / driving open. Able to garden open spaces
Live on proposed route option C
keeps an even flow with motorists bikers and walking pedestrians
The option less likely to have resistance.
nothing
i like how bike boulevards are marked and how they let car drivers know bikes are allowed on the street
Not sure - is is my least favorite of the three.
better than nothing.
Minimal change to the current road/disruption. The roundabouts and calming features are a good addition to communities.
I would only ride on the bike boulevard if it did not take me out of my way at all.
It allows traffic to move through the cross streets easily. There are more trees and plants in the area.
There is currently a "stupid" little roundabout that the city just put in at Emerson and 39th. School buses can hardly navigate past it and I now that it will just become another weed patch like the triangle up on 42nd and Humboldt. Whose idea was that little gem?
This is my preferred option. It is good to have bike routes. The added greenway is esthetic. I believe permitting car traffic is necessary especially for elders and disabled.
Parkgin would still be available
good for bikes
Live on proposed multiple route options
Nothing
Some additional safeguards for bikes
it is better than what we have but I fear this options would just become another glorified street
Live on a proposed route option, but don't know/unsure of which option or did not indicate which option
Its nicer than a regular street. I live on 5th street NE, and if one is going to have to ride with cars, its about as nice as one could like.
Wonderful. It'll help cut down pollution and increase activity.
Do not like it
It's the cheapest and can get done more quickly than the others, with less potential for neighborhood resistance. I like how drivers are made aware that cyclists have the priority on these roads.
Live near a street that may become a greenway
I do not like this option
Nothing

What do you like about the bike boulevard greenway design option?
This makes people aware of bicycles.
Slower traffic
Being able to drive still
That it's a dedicated bike avenue.
Traffic calming designs, full access for motorists, cross streets remain open.
added bike lanes in North would be fantastic. I would take anything we could get.
simple. least dramatic change to existing street
makes room for bikes but not anymore than a regular street.
The traffic taming measures in the street will slow motorist traffic.
Nothing. I don't want slower traffic, I don't want signs saying to drive slower...I want to get through my neighborhood as fast as possible. People around here don't follow or know bike laws so why pay money to give them something?
It allows for bikes and cars.
I'd take this over options with more cars, but it's not ideal.
It is at least giving bikers a dedicated lane which makes you feel more safe when you are riding your bike
I like roundabouts.
I like added bike routes and options, but nothing really stands out about this design over the other options.
Nothing.
Seems less confusing.
This will help bikers when biking
Allows safe and convenient bike travel while still preserving the roadway for motorized traffic
It allows for a biking lane.
Space to ride your bike.
Friendly mix of cars & bikes - though I tend to only bike on the parkway & around the lakes, I like that Mpls has lots of these types of bike-friendly streets. Good for the community.
Drivers would know to look out for cyclists.
Not much!
Minimal cost and disruption to build.
I don't like anything about it.
Designated bike trails are always welcome. I like that this option is still a step above simply having a bike lane, as it includes traffic calming features.
It allows for some biking.
?
Nothing.
NOTHING

What do you like about the bike boulevard greenway design option?
I think bike boulevards are frustrating to use for biking, since the road gets quite crowded, and cars don't really give way for bicyclists.
of the 3 options this is the one I like best.
Sensible, Good to share the road, roundabouts control traffic and slow it.
This is my least favorite option. If the city is intent on creating amenities in North Mpls that are equal to those in other city neighborhoods it should provide the option that is truly a bike favorable zone like the midtown greenway.
Slows Traffic
Maintains parking and access to homes on both sides of the street.
Always up for more bike paths. Least disruptive to traffic, but again, depending in streets, it doesn't really matter.
It encouraged biking.
Having marked bicycle lanes
Makes traffic more aware.
It's better than not having paths, but one of the exciting things about greenways (Midtown, for example) is the ability to just bike and bike. Minimal cross-traffic, minimal traffic lights allow for fun, easy, free-flowing, efficient biking. This option is dangerously close to cars, which are known for driving dangerously in this neighborhood.
It's at least an improvement over most north/south streets in North Minneapolis in that it explicitly draws attention to bikes.
At least cars are allowed to get through to their destination.
BETTER THAN CURRENT SITUATION
It is probably less expensive.
nothing in particular
Traffic calming; bike visibility.
Creates a clean lane for bike commuting
Lowest traffic impact
Sure why not.
Nothing really!
Lower cost
Raises awareness of bikers, slows traffic, I like the use of roundabouts and other intersection art
Accomodates both bicycle and car traffic. Minimal disruption to existing traffic flow. Cheapest and quickest to implement.
Gives space for biking.
It would be SOMETHING a bit better for bikes.
it is what we have now on our street and it has decreased the flow of traffic, that's great.
Nothing
I really like the roundabouts - I wish we had these everywhere in North Minneapolis. The number of cars that run red traffic lights or fail to stop at stop signs is growing and it's a major concern.
nothing - i ride my bike in the street already.

What do you like about the bike boulevard greenway design option?
I like the markings on the road that signify a bike boulevard. It makes drivers more aware and cautious about possible cyclists. I feel, it may even be a deterrent for some drivers to use bike boulevards as a thru street and then find an alternative route, thus less traffic for cyclists. It's better than nothing.
Nice for bikers, viable for cars
Don't live near a street that may become a greenway
allows bikes to be on road too
Nothing, really.
Minorly increased safety for non-motorized users.
Nothing
Cars dont respect bike and would take advantage of intersection to bully
Better access for local traffic to homes.
Is most flexible for all users
It accomplishes very little that does not already exist.
It's better than nothing.
Better than no designation for bikes
better than nothing
Priority given to bicyclists - round-abouts, curb bump-outs at intersections, large bike boulevard pavement stencils, lowered car speed limits.
Not much other than it does a few things to prioritize bikes.
I still don't quite understand this option. I have ridden on the Bryant Bike Blvd and it doesn't seem much different than a regular street and cars sometimes get frustrated if there is lots of bike traffic. But, the street is not "lost" to cars.
Quieter than a street, lots of parking, space for children to ride bikes.
Bike boulevards have the least likelihood of car-centric neighbors having a backlash against the project.
Nothing...too dangerous to bike on
Improved signage for bikers.
The traffic calming effects are nice.
Markings on the street notify motorists to share the road. This may reduce auto traffic to some extent. Paved lanes may have fewer potholes than on other city streets.
if it is a one way and there is adequate room for a bike lane away from the cube side of road, i like the idea.
motorist maps don't need to be changed
Least attractive of the three options. Traffic can bottleneck behind cyclists, who dominate the road, yet safety is only moderately improved with road-sharing. Intersections can still be troublesome for cyclists who feel safe being on bike boulevards and motorists who want to accelerate through the slower, bike-dominated thoroughfare.
It is better then nothing or being on a sidewalk
Okay compromise
I dont like it at all

What do you like about the bike boulevard greenway design option?
Not much. It's better than a standard road for riding a bike on, but for experienced riders like myself, it's not really any different than a standard road.
Better than no biking option.
Traffic calming
Traffic calming measures
minimal changes for every commuter
Cost effective solution
Much less cost associated, and less invasive for the community. Some residents may be resistant to the change, whether they prefer to have the road to their house or prefer to have less bike traffic, so this may be more suitable for some residents.
Still allows for bicycles.
seems understandable and a viable alternative for both cars and safe biking. allows residences along the way to have full access to their homes.
It slows traffic, gives bikes the right-of-way, and allows for on-street parking.
Traffic flow and getting around is still clear and linear
The concept seems to work well - have used a couple in south Mpls. and like it. Nice that it is a low traffic road, signage seems to help.
This is the third best option. It's an ok option, but I think that all of our street should be bike boulevards.
Eh.
Seems like it might be the cheapest to implement
Traffic calming, or traffic circles, are nice for bicyclists because we don't need to come to a complete stop as we do for stop signs. It brings cars down to a slower speed so it's easier to interact with them. When I'm in a car I like them for much the same reason. Most people don't bother to stop properly for stop signs anyway. The circle slows them down enough and works well once everyone knows how to use them.
that cars will have plenty of notice bikes are around and should slow down
Less expensive. I assume this is like Bryant in South Mpls
bike only
Requires least amount of buyin and money.
wider roads
Least expensive to implement. Least likely to raise ire of residents-though there is still plenty of potential for that.
I like this least. But it does calm traffic which is good for bikes.
lowest cost.
high visibility
Meh. Designation of bike boulevard good for creating bike awareness. Block corners should be trimmed back further (crosswalks should begin before sidewalks meet) and the circle should be enlarged. I live near 5th st NE and motor cycles and cars routinely blow through intersection because of little traffic flow calming effect of small circles.
Bike boulevards are a nice start, but with few cars in North Minneapolis, the traffic tends to move very quickly and it is not conducive to safe biking for a large portion of the population. That is why despite a great need for non-motorized private transport, bicycle ridership is still low amongst adults in North.

What do you like about the bike boulevard greenway design option?
Nothing, I rarely see bikers on the road anyway.
The traffic circle design looks nice.
nothing.
It may actually provide the fastest option for biking through, assuming that the bike boulevard has the right-of-way in all or most intersections.
It's better than a street without the ammenities (paint, speed limit, slowing measures)
There is a designated route for bikers.
It points ouit the dual use: motorized and more importanlty the shared non-motorized use
Some level of heightened awareness for drivers mixed with cyclists.
Still provides some sense of a bike-centric roadway
This looks like it could be built really quickly, since not many changes are involved.
Traffic is nominally calmed
Doesn't change routes for bikes or cars.
Slower traffic speed, I guess
This really allows bike traffic to be safe and convenient. Better yet would be a pattern of such streets that connect to allow longer distances.
good alternative to car traffic. cost effective
At least it gives the bicyclist more credibility than biking on a regular street. Maybe it would help drivers get more experience learning how to share the road with bicyclists.
The traffic calming measures and slower speeds for cars. Presence of street signage to designate the biking lane. Separation of cyclists and peds which makes it seem safer than the half and half option.
I like bike boulevards. I use them in NE. They make me feel a little more comfortable riding my bike in the city.
Not much.
It is still a road. A person unfamiliar with the neighborhood can still get where they are going in a car.
not much, we really need clearly marked wide buffered lanes to keep cars out of it- plymouth ave & 42nd the only semi-safe north to ne bike lanes really are horrid cars drive in them to get around traffic all the time and it better than no lines at all but half of the lane is sunk into the curb and is unusable.
a little better traffic option
Large bike lanes are better than nothing, but a completely separate trail is preferred.
I do not like it, I do not want it and feel it is a waste of money and resources!
Almost nothing.
Hope for slower traffic.
more room for bikes than a regular street
doesn't change the character of the street for residents. adds designated bike access.
Nothing.
do not like

What do you like about the bike boulevard greenway design option?
A safer way to bike than biking on regular streets
I like that it is trying to encourage bike traffic and alternative forms of transportation
it gets me where i want to go
It creates space for bikers. I feel safer using roads that have lanes for bikers. I think the full version is best, but that this is a better option that the half version since it will be cheaper and accomplish most of the same goals.
No opinion on it either way
Nothing, if you are choosing a low volume street already, much of Bike Boulevard treatments are symbolic at best.
It would be nice to know a bikers welcome on the road.
Easy to implement.
I would not prefer this option.
It's better than no greenway option at all.
many eyes at all times. trails can feel isolated, and vulnerable
It's an improvement over no bike right-of-ways. But compared to the other two options, it is not attractive.
There's not much to recommend it that I can see.
doesn't splinter neighbors; traffic, motor, pedestrian and cyclists are less affected
Not much.
I like that it increases awareness of bicycle commuting to drivers and pedestrians. I also like the lower cost and lower impact to community members, as this will increase the number of safe routes available to bicycle commuters. Neighbors that are car focused can still access their homes and parking, while also slowing down the speed of traffic and making a neighborhood more liveable.
safety features, housing access
It does increase bike traffic down a particular route which can then help build a system of feeder streets to more concentrated bike/greenway areas, despite the many safety issues that result from this design.
It does raise the level of safety some what. Traffic slowing options raise safety for both cyclist and drivers as well as residents.
It is better then what we have now.
best comprimise between car and bike
not sure i completely understand this. Is it a separate lane on a regular street? If so, I like that it is easier to implement and creates more sharing of road space.
Less construction to make
Traffic calming is needed and effective and lower cost. Experienced cyclists are able to share road safely if traffic spees are moderated.
It gives a lane to bikes where currently there is not one.
These approaches integrate bikes into the mainstream consciousness of the commuting public.
It's better than nothing, but probably only slightly better than simply biking on a street that's already not very busy
The bike boulevards ahve reduced traffic compared to normal streets.
Keeps current traffic open. Could provide a higher level of safety than a traditional street. Very little interuption to local homes and traffic.
It's an easy transition for cars. Costs less.

What do you like about the bike boulevard greenway design option?
it signals to cars that bikes belong on the road
Very minimal disruption of existing roads and traffic patterns. Almost certain to be the least expensive option to implement.
The traffic calming measures help reduce auto traffic and slow it down. Signage helps direct bike traffic to good bikeable routes.
At least there is dedicated space for bikes.
It would be a less expensive alternative and still provide some protection for bikers.
Allows bikes and cars to share the road.
no speed limits
It gives some recognition to cyclists.
Better than nothing at all
Nothing
Nothing
Still bike friendly. Very visible. Encourages slower vehicle traffic.
Would be better than nothing for bikes.
it's still considering bicycles.
The streets don't change and city residents are already familiar with how the boulevard works.
It includes everyone.
I use the Jefferson bike boulevard (St. Paul) frequently and from my experience there, the slower pace of traffic and lots of visible marking usually make for a very laid back, low-traffic ride. There is also minimal impact to those whose houses front the proposed route, so there may be higher community buy-in and less "aaargh! bikers!" aggression/resentment resulting from the proposed changes.
At least there are signs that remind drivers that there are bikers
It provides a designated space for biking.
Designated bike lanes! (at least that is what I understand. Your description is limited.)
streets remain open for car traffic
It's better than nothing.
Cheapest to implement. Lowest disruption on residents and visiting motorists. Easiest to persuade people to do.
nothing
i do not like this idea at all except it promotes biking--it is more likely though to be monitored by police and be well light and plowed during winter
Best for people who live on the street?
Does not require as much expense and infrastructure change, would possibly make people more aware of bikers using streets. More options for entering/exiting so it is more accessible for shorter distances.
promotes bike riding Safety due to designated lanes
continuity of street grid
A little safer than no bike lanes
I ride a bike but I don't like this concept either for North Mpls streets. We need an ordinance that states people have to park off the street in their

What do you like about the bike boulevard greenway design option?
garages to reduce crime. Pushing cars together on the streets in NMpls is not a good idea at all.
Prioritizes bike traffic.
Don't know/unsure of proximity to a proposed route option
I think it's a viable design though I prefer more features specific to the bikers rather than the drivers. I love roundabouts, so that addition to the intersections as pictured above are just good design, plain and simple. Whether you're considering improvements to the traffic situation, the biking situation, or both, a roundabout makes sense for traffic speed and direction.
I like it
We have enough of these around and it still feels unsafe when riding a bicycle because even if I'm supposed to have priority and can doesn't always drive that way.
I give the same answers and comments
bikes should have a seperate path off the road.
Traffic would be slower then a regular street.
better than nothing
Better than nothing
Proximity to route not indicated by respondent
I'm not sure residents as in motorists would respect the bike blvd
Bikeways
I guess I like anything that promotes biking and walking
I wasn't sure what you mean by bike boulevard. Do you mean a path along side of car traffic like on Lowry. Or do you mean "only" bikes.
woudl force drivers in the area to slow down
Keeps roads accessible for bicyclists.
still makes it easier for car traffic to get around

What do you not like about the bike boulevard greenway design option?

What do you not like about the bike boulevard greenway design option?
Live on proposed route option A
Prefer to have no vehicle traffic at all. Vehicles and pedestrians still share the same roadway. Limited additional green space.
A lot of people in North already drive in bike lanes to pass people like on Fremont Ave. So think this option is the worst idea for North side.
doesn't provide any incentive for foot traffic
I prefer the absence of cars for reasons stated two pages back.
The traffic and noise issue's would not be addressed.
still is a street and cars and bike co mingle
It does not seem like it would be very much safer for bikers than a regular street. Also, it would not provide a travel route for cyclists and pedestrians that is entirely free of motorized traffic.
Like 26th Avenue or Freemont. This doesn't give a park feel. It's a lousy compromise.
Probably more likely to see bicycle v. vehicle accidents than the other two options
I do not like it. It is the same as an ordinary street.
not a full greenway
I don't think this would be successful. I would be afraid that the traffic calming wouldn't be effective enough to make biking feel pleasant. It also just isn't as pretty.
cars and bikes sound dangerous
On Humboldt ave, there are always speeds and drivers who do not adhere to cyclists, and my concern is that they would be in jeopardy a lot of the times from the sometimes inattentive drivers who enjoy driving s fast as 45 MPH on our street!!
On Humboldt ave, there are always speeders and drivers who do not adhere to cyclists,children or even people getting out of their cars and my concern is that they would be in jeopardy a lot of the times from the sometimes inattentive drivers who enjoy driving s fast as 45 MPH on our street!!
It seems too limited for walkers or social events.
It is the least safe/appealing for the bicyclists who would be the ones to use the greenway. It does not really provide a significant draw for cyclist to want to use the street as a greenway as it doesn't alter their normal obstacles much in regards to car traffic and cross streets.
this is a very bad and dangerous design, which would actually be worse than just leaving it how it is currently. roundabouts are extremely dangerous to cyclists, since most minnesota motorists don't know what to do in them which leads to panic and sudden turns and mergers. cyclists sharing the road with automobiles is how most of the city already works. we NEED an actual green way on the north side. motorists can go drive on every other street. give us some real infrastructure this is just more meaningless paint on the street.
parking
more traffic
Live on proposed route option B
This is pretty much what I ride with now, with out the intersection round-a-bouts
This is my least favorite design. I get nervous whenever cars and bikes share space.
Does not really add much green space, just stays a street with a bike route sign added. Not a recreation destination.

As stated above, I do not find this project useful or necessary. I would much rather this money go to the police dept to increase officers and resources to reduce violence and crime. Additionally, I am concerned about the effects of construction in any of these scenarios - will the street be closed entirely while these changes are being made, etc? Please also see my previous statements of concern regarding not putting the proposed routes on the postcard, and mislabeling Girard as Grand on the map.
I think this is a very confusing concept for many people. I don't think it is as safe at the other options.
bikes & cars sharing the road is the least safe option; please do not consider roundabouts to direct traffic -- they typically create confusion & slow down traffic to an unreasonable level
everything we DON'T need more bike routes we can have SNOW for 5 months there will be NO bikes then for sure. JUST screwed up street that no one can get down.
Minimal benefit for effort involved. Doesn't provide a true oasis from usually street traffic.
It's really not all that different from a normal street.
(cont...) not very interesting and unique. Just a regular old street with some nice updates and a bike lane. Nothing special for pedestrians or residents. Same old - same old.
It does not make it look like much of a greenway.
Live on proposed route option C
I don't feel like this would really do much, other then add irritating bikers to the street
wider streets and less parking
Nothing
PLEASE do not put a greenway in our neighborhood. Bikers can use Victory Memorial. We do not need a greenway for bikers to use 6 months out of the year. The city already hhas enough places for bikers.
Bike lanes with traffic.
safety issues still. not as fast.
There's lots of shared roadspace; not sure if the current street culture in north would afford the level of safety that I'd expect with this arrangement.
I prefer a much faster road, as I commute and these bike boulevards seem achingly slow as compared to bike lanes down main thoroughfares.
This is my favorite design option. I'm pretty sure the greenway is going to pass by my house, and I would be very angry if the streets were blocked, and I had a tougher time getting too and from my house.
I am not a fan on round-abouts.
Not sure this would change the street that much--we already live on a tangle street and it slows down some traffic, but there will always be bad drivers.
This sounds like an enormous waste of money and the residents will be inconvenienced both with the building of greenway and the aftermath once it is completed. We do not need a greenway in North Minneapolis. The examples of thse that are already in place are on East-West streets. Those streets have far less parking issues since most home face the North-South streets. People tend not to park on the E-W streets, but this will be a huge problem for those of us who do not have alley parking and must rely on street parking. This seems like a plot from a few bicyclists who don't live in North Minneapolis and just want to peddle through quickly. This will do nothing for most northsiders. Please conreconsider this terrible idea.
Live on multiple route options
No additional green space
This restricts parking for the residences along this route. During winter snow emergencies it is already difficult to find parking. Center lane impediments to slow traffic will hinder snow removal efforts. I don't believe these streets are wide enough to properly insert a workable round-a-

bout. These traffic slowing areas will also limit visibility of children and pedestrians crossing these streets. Please take a look at the current traffic diversions at 27th and Irving, 29th and James, and 30th and Knox and see how they have been maintained by the City.
any increase of green space I am a fan of
Live on a proposed route option, but don't know/unsure of which option or did not indicate which option
There is still a lot of car traffic. Due to the narrowness of the streets and concerns about dooring and people stepping out between cars, cars tend to drive down the middle and often don't give oncoming bikes enough space. As a cyclist, one also wants to ride fairly centrally for the same reasons.
What's not to like
It doesn't separate bikers from traffic, and is the least safe option.
Live near a street that may become a greenway
It would slow traffic, it wouldn't increase greenspace, community amenities, or safety for bikers. This is essentially what 26th and Lowry already are - so the addition of a bike boulevard would be useless.
I doesn't really help speed up bicycle transit.
With how people drive on this side of town - this version would not be safe.
Sharing the road with cars
Traffic
Doesnt seem like much of a change from bicycles sharing a regular street
North Minneapolis needs additional bike only paths. This is better than nothing, but doesn't provide the full bike path experience needed by the community.
Not as safe for bicyclists, not much creation of green space (although some space could be freed up by narrowing the street (no parking) and putting plantings or art in the traffic circles.
People in North don't understand how to work these. Look at Lowry for example. Bikes still ride on the sidewalk and cars park in the bike lane. Not the best idea but education on how these lanes work might help. Not kid friendly
bikes mix with traffic.
Bike is not considered primary mode of transportation in this set up. Very little change from a regular street. Would prefer more green ways.
Bikes and motorists are forced to share the same right of way.
Everything. waste of money.
It is not as aesthetically appealing as the other options.
After riding in traffic on a bike all week, I really want time away from autos.
It is just like riding downtown...I would like to see this NoMi Greenway to be a little different and have more green space or dedication to bikers.
I don't think the driving culture of North Mpls would respect bikers on a bike blvd. People don't seem to get it on the south side.
Why go through this whole process and only make a slight change?
I don't like not having a designated bike path and greenery around where I bike.
From what I see this design increases the sense of safety of bike riders with nominal benefits. I'm afraid that drivers in our neighborhood (Camden) are likely to slow for obstructions, then speed up to the next one. This increases the hazards to bikers. When combined with the false sense of safety in bikers mentioned above I think this is a recipe for disaster.
Seems like a regular road.

We already have this on Lowry and down Fremont. If this was an option then why would you not chose to do Fremont all the way north and south.
Not much improvement over the existing bike lanes on Emerson/Fremont
Hate roundabouts! It seems like adding the biking lane mostly just clogs up the rest of the traffic, and I don't see many bikes on the routes anyway. The FULL greenway would be the best option for encouraging biking and adding the green spaces
Not as safe for young bike riders, less calming with traffic.
For me as a driver, the street is still open. For me as a biker, not sure I'd really use it because I tend to stay on the parkway, etc.
Not as safe as the full linear greenway and no added green space.
There needs to be more information out about what a bike boulevard is. I see bike boulevards around but it took some digging to sing or what it meant
There is no real value added to the bicycle rider with the addition of a blvd. Inattentive and careless motorists still pose a SERIOUS threat with the mere addition of a "Bicycle Blvd"
Not nearly as safe for bicyclists. Not as quiet and pretty as the other options.
If all this work is going to go into a greenway, wouldn't it be beneficial to make the most impact by allowing it to be user friendly for walkers/runners as well?
I don't see why we would do this. What is the big deal about having a street with a bike lane and some road blocks.
Although this would make commuting somewhat easier for bicyclists, it would feel like a wasted opportunity to follow this design. This option does not provide a novel new green space or safe trail system to residents badly in need of such amenities; this new bike trail is an opportunity to establish a new paradigm of good health being integrated with good community, and ought to be viewed as such.
By far, not the safest pption for the "green commuters", which will make it less likely to be used. I feel this option would be a waste of money because it would not increase the number of bikers, "green commuters" etc.... North Minneapolis residents do not bike because its unsafe to do so. Minimize the risk and you will increase the probability of a trend towards healthier living...ie...."green commuters". This option is like putting lipstick on a pig.
Since I don't ride a bike very often, if at all, this option doesn't provide me with any better place to walk than the sidewalks that we have now. In this neighborhood I don't believe that many of the drivers would be any more aware of bike riders than they are now
Very unsafe for everyone. Pollution from busses, trucks, and cars VERY harmful to people in this manner. I would highly suggest not doing this option.
we don't need more pathways for bikes!! The bikes now don't go on the pathway. they go down the street disrupting traffic then run the red lights
Looks like a regular street
This is my least favorite option, as I feel that it is safer and more biker-friendly to have a bike-only option.
Bike boulevards do not go far enough to ensure rider safety or to encourage cyclists of all skills to ride.
This design will not create more park space or calm neighborhood traffic as much
It would allow too much traffic for safe biking and would not offer any of the park-like benefits.
I would not take my child on this for a casual ride.
Traffic circles need to funnel cars to side streets.
Would this minor of a change be worth the cost/disruption? If it is already a low traffic street, bikers are already using it, I am sure.
Needs less traffic.
competing with automobile traffic.

Not a safe enough option because cars can still share a lane with bikes, plus there are enough bike lanes on other streets that I would probably just use those instead.
I'm not very confident that it will be helpful in Tangletown. The reason bike boulevards work is that they are next to major car traffic routes. Unless this bike blvd would be right next to Penn or Fremont (which provide straight shots through from Lowry to Broadway), it wouldn't be effective. And Fremont already has an amazing bike lane!!!
I don't like having to share lanes with cars; I'd be more reluctant to use a bike boulevard with my family than I would be with the full linear park or half-and-half options. Also, this would seem like more of a thoroughfare than a destination, and I think the central part of North Minneapolis needs more destinations. Though it's an improvement over the status quo, it's only an incremental improvement.
There are no traffic calming features mentioned for bicycles. Will the bicycles have speed bumps too? Traffic circles are confusing and it is hard to know who has the right of way. I only use streets like this if I can't avoid them.
DANGEROUS AND NOT RALLY A GREENWAY IF CARS ARE ON IT
Really does not accomplish the most important feature for me - that is to make parents feel that their kids are completely safe riding their bikes on it. Right now our kids do not get adequate exercise. A big part of that is the irrational fear of risk in so many parents. A bike boulevard represents a lost opportunity to deal with that problem.
I prefer to have a half and half over just a bike lane.
I don't think it is as safe as the 2 previous options
Compromising the goal of the project by not committing to the idea that you are creating this space for. There is no reason to do this project if this is the final product, it makes it not worth the time and money invested.
Car traffic and parking remain in front yards. It is not as friendly for kids/families. If the goal is to provide a place that is welcoming to people of all skill levels to use comfortably, this isn't it.
Less safe for recreational biking
cars in north minneapolis will not share the road with bikes. Boom cars and speeding SUVs just don't care.
Biker and pedestrian safety
N/A
Being with the traffic is less safe for biking; also a lost opportunity to create green space
Too much traffic to feel safe.
Harder with children and those less comfortable on their bikes.
Compromises safety to bicyclists.
This isn't different from other "non bicycle" routes. There are already roundabouts installed in North Minneapolis residential streets.
Least safe option for bikers. Car pollution & noise.
There's not enough safety, not the good green areas that we would like, not the space and peaceful areas.
Don't know how well they work elsewhere in terms of being a safe and pleasant way for bikers to get around. Probably better for commuter bikers than for weekend joy riders
not as safe for kids
not much different than a street.
so far I have no complaints about it.
It complicates things for cars, not knowing when you're going to be turned up or down a street. It still doesn't create a quite independent area for

bikes, and no place for walking. I might use it for biking if that's what ends up being done.
This is the least bike friendly and doesn't allow for community gathering space.
its not really any different than ridding on 42nd ave.
traffic. Mix of bikes and cars. More accidents.
With out a lane, a cyclist is much more vulnerable to cars and even parked cars. It's less safe than a painted lane on the road.
It's a slacker decision if the city of minneapolis is really trying to promote a green and bike-friendly culture.
Everything. It does not make it any safer for bikers than any other non-bike laned street. The 'round-a-bouts' are laughable. They don't appear to slow down traffic.
not as safe for kids
Don't live near a street that may become a greenway
cars might still not obey speed limits
How is this really different than the current? Given that the route is already low traffic, speed bumps and signs won't make a huge difference. Bikers who already bike here would still use the corridor, but it would not attract the use of additional bikers.
Has fewer of the benefits of the full or half greenway options.
It does not represent a significant investment in helping N Mpls being more bike friendly
Vehicles and pedestrians/cyclists don't mix. Accidents will happen, no matter how many signs and lights are put up. Less available green space.
Doesn't do much to encourage people to bike who currently do not feel comfortable biking on city streets
This is what I call the "Do Nothing" alternative.
Cycling and walking will not be likely with vehicular traffic. I would predict almost no change from it's current usage.
It would likely increase use by cyclists but not other potential users like walkers, roller bladers, etc.
cars don't respect / understand bike blvds, not much better than as is
Cars can (and do) still disregard bicyclist priority on bike boulevards - Bryant Ave. is a good example.
There is nothing new about it. It does nothing to enhance the neighborhoods and make it a destination for families to move to.
See above
Drivers still think they are entitled to street.
The bike boulevard does the least to encourage cycling. Cyclists who are not confident and able to ride near cars would be much less likely to use this street. Cars often have little regard for the official designation as a bike boulevard and the paint markings on the street. Without physical separation of cars from bikes, people will not feel as safe on a bike as with the other options. This option does nothing to create additional green space and a park-like feeling in the city.
I don't like it
Still have to bike on a road frequented by cars.
This is not a place where I'd bring my small kids to bike, and it seems to duplicate what is already happening on Fremont and Emerson. It's a nice small step, but it still appears to be all about cars with a slight adjustment to allow biking.
I have used the River Lake Greenway. Auto noise and exhaust are still present. Safety is dependent on motorists being considerate. Motorists who

don't care about bicyclists do not change their behavior on this type of road. Right of way is unclear at intersections where cars are turning.
still has traffic on it.
it's a thoroughfare, I'm not sure cars really treat the cyclists any better than on any non-bike boulevard street
No public parkland space. Shared roadways. Bikes subjected to car-abused road conditions (far worse than greenway conditions).
It is better then nothing but I do not feel very safe with some of the drivers and my kids being close together.
Still annoying to try to figure out, confusing for out of town people
bikes in the street with cars. I see no improvements at all
Despite not being much different from a cyclist's standpoint, from a motorist's standpoint, a bike boulevard is even more aggravating than not having a road at all.
Too much conflict with traffic.
Cars will continue to use this design, especially cross-traffic.
Bikes contend with traffic for space
More traffic
round-a-bouts
Traffic danger, though statiscally lower, still remains
I'm not a resident of the area, so I would not be inclined to use the bike boulevard at all. The other options give people a reason to ride in this direction, but a bike boulevard would be used just by people in the vicinity, or people who are passing through.
Interacting with traffic can be a deterrent for casual bicyclists. This option will keep some people from being able to enjoy this greenway.
nothing
Vehicles and bikes are sharing the road. Less green. Less safe.
Bikes and cars will still have conflicts. It doesn't provide the added greenspace the other options do.
wouldn't use it
Bikes and cars sharing the road. Driving in Nomi can already be difficult and dangerous because there is a lot of dangerous drivers.I know how confused I can get driving with bike lanes downtown and I don't consider myself a dangerous or inexperienced driver. I feel like drivers in Nomi wouldn't know how to share the road and it could cause a lot of accidents.
It's great - just not as great as Option 1.
The bike boulevard is better than a regular street, but still not the safest (or most pleasant) option for bicyclists. If you're going to put the money into a project promoting bicycles, why not go the whole way and put in the full greenway? A full greenway would attract cyclists from all over. An annual bike race could be held to promote and celebrate that space. There are certainly enough spaces in Minneapolis where cars can drive. Let's use this opportunity to create something uniquely bike-friendly, rather than falling back on the most commonly used option.
Why bother?
Bicycle/car accident potential, no green space, not pedestrian/recreation friendly.
It doesn't provide for complete separation of bike and cars. But for adults on low traffic streets, I don't think this is a problem. I use other bike boulevard streets in the city all the time and like them for myself. I just prefer the complete separation that other options provide, so that it makes things safer and more appealing for families and children.
cars

Mixing of bikes and cars...not my fav. Also, no park like land.
roundabouts
riding with trafic
Allows for the least amount of safety for cyclists.
Having to share with cars, they aren't very good at sharing;)
Less likely to be used by casual riders who like sequestered lanes.
There's no dedicated bike lane
vehicles don't share well with bikes. don't see this as much of an adavantage at all. making vehicle traffic one way may help. eliminate parking on one side might help.. best to completely separate the bike lanes with markers (Washington DC does this). Bike traffic is two way on one side with a marked separation from the vehicle traffic which is either one way (usually) or two way on the other part of the street. No vehicle traffic on the bike lane side (eliminate the disaster that is found on 1st ave downtown).
it is inconvenient for bikers and vehicles, and complete excludes pedestrians
Little improvement of on street biking conditions. Little positive physical change in the community. No additional green spaces. No additional park space.
Compared to the other option, this is a lot less exciting because it will have minimum impact on improving transportation options in North. A true Greenway is a game changer and this is not. It is a nice addition, but our city begs for more!
Redirect this funding to education!!!!!
The existing bike boulevards in the city aren't substantially nicer to ride on than regular streets. They're still filled with potholes and broken up with stop signs.
no way too much traffic
No opportunities for green space
It doesn't seem like anything special, just a regular street with bike signs. Not really any safer.
If the blocks alternate stop sign / right-of-way, like most streets in residential neighborhoods, this option requires a lot of stopping. Speed bumps and other traffic calming measures are often even worse for bikes than they are for cars, especially in less than optimal weather conditions.
Mostly it's like a regular side street in my experience
This would not be ideal for bikers. My husband and I ride on roads similar to this and cars do not pay attention to bikers. The bike lanes are only as good as the roads, so if the roads are full of glass, trash and potholes, the bikers also have to navigate that.
Non- motorized traffic must deal with motorized traffic all along the route - increases danger.
Not nearly as safe as a driver-free trail. No space for walking along a trail. Limited allocation for public spaces.
The other two options are much more desirable in every way.
Doesn't do much to change the way the street feels, compared with the full greenway option.
No real protection for cyclists, community gathering space is dominated and likely usually blocked by cars
It seems very confusing when I've biked and driven on other ones. Bikes and cars don't overlap well, as the design might suggest. It just makes cars frustrated because they're stuck behind bikes and makes bikes nervous because they don't have their own lane. This is my least favorite type of road to drive or bike on.
This doesn't help at all.
It is still a relatively normal street with regards to car traffic. Just because there are slower speed limits does not mean that cars will abide by that.

Limits other use--less overall functionality than full greenway
I don't like the inclusion of cars. They have enough of their own spaces?
I strongly prefer a dedicated bike lane and aesthetic/community amenities for the neighborhood that are part of the full greenway model.
While biking you have to be aware of automobile traffic and have to be careful at intersections.
This is not and idea I like, It will cause more traffic issues. What if drivers still view this road as a regular street and don't consider the road change; accidents and injury will more than likely occur. This is not a good idea for the bikers and pedestrians, also what happened to the green-way in this illustration.
Bikes share the road with cars, why do we need to differentiate? A bike path obstructed by strollers and family outings is no faster or safer than the street.
just having it marked for bikes doesn't mean drivers will listen maybe over south but not northside- again we really need clearly marked wide buffered lanes to keep cars out of it- plymouth ave & 42nd the only semi-safe north to ne bike lanes really are horrid cars drive in them to get around traffic all the time and it better than no lines at all but half of the lane is sunk into the curb and is unusable.
The cyclist is still having to navigate street traffic and be aware of drives who are not paying attention or are on their phones. This option does not seem to limit the possibility of accidents as the cyclist will still have to be aware of opening car doors and cars that turn infront of them. It would also cause the cyclist frequent stops at intersections making their travel time much longer.
I do not like it, I do not want it and feel it is a waste of money and resources!
This seems completely pointless. Why would I go out of my way to use a street like this when I could bike on a closer street with only a few less amenities. Or I could go over to Theo Wirth/Grand Rounds trail, which is actually a trail.
If I have a choice in making new bike amenities having separate areas for bikes is preferred. Being a biker in north Minneapolis, whether cars or going fast or slow, they seem to rarely pay attention to me. I'm wondering if people would use the roundabouts correctly as well.
still too little safety for bikes
bikes and cars don't always mix real well.
It is confusing in the city where this has happened. Bikes think they can act like cars and drive in the middle of the road, however they often fail to heed traffic signs and signals as cars do. This creates a very dangerous situation of near misses.
round abouts are over used and many people do not know how to navigate them
It's just a street. What's the point of wasting money on a street that's just like what is there already? There's no benefit for the neighborhood.
While a bike boulevard definitely feels safer than bikingo n a regular street, it does slow down the bike trip significantly -- as a regular biker, I think a greenway is much more helpful to bikers.
It does not create any more community spaces than what already exists. It helps encourage bike traffic without making it much better than it already it.
cars, if i have to ride in the street i'll just go through neighborhoods
I think the full version is best because it leaves room for the entire strip to be a community-building area and safe space for activities.
No opinion on it either way
Bike Boulevards are "window dressing" treatments that do nothing to changing the physical environment of the street. It will not have any impact on encouraging behavior change, add to property values, or improve the appeal of living on the roadway. Bike Boulevards that do not include diverters with bicycle slip-though turn into motor vehicle thoroughfares over time Given the presence on snow in Minneapolis, achieving diverters on bike boulevards has been difficult. Don't waste your time or money on this treatment. North Minneapolis has had enough symbolic bicycle improvements.

Being such a low traffic area, it already feels like I can bike on the road.
The street can still feel crowded.
Bicyle traffic would have to obey car traffic.
When I'm cycling for exercise, I don't like having to break my pace to stop at traffic signals. Also, road surfaces take more wear and tear than paved cycling trails, and so one has to watch for uneven road surfaces in addition to avoiding traffic. The latter is theoretically more manageable on a bike boulevard (I live on Bryant Ave S so I speak from experience here) but in practice it's still riding in traffic, which can be unnerving when cars don't understand (or care) that they are on a bike boulevard.
constant fear of death!
Cars who don't understand the concept may not give bikes the right of way. Without forced turns (like at Cedar and 40th on the current River-Lake Greenway), the driving public may disregard the bike right-of-way.
There's bound to be confusion about what it is, and with some people's ways of using it failing to match other people's notions of what it's for, there will be resentment and anger.
I will not use the bike boulevard that exists on Bryant Ave S. I think it's confusing for cyclists and motorists alike. When I drive, I don't know what I'm supposed to do, and I ride a bike all the time! I think these boulevard increase the animosity between cyclists and motorists.
Cyclists still need to be careful about doors and traffic. An inconsiderate driver can still cause a lot of trouble to pedestrians, bicyclists and other drivers. Consequently, bicycle travel time is not optimized.
dangerous compared to others, road wear and tear is worse, less environment
Mixing cars and bikes on a street (boulevard) 'greenway' doesn't really help at all, especially with parked cars on the same road. I will only ride on them when they can take me to a real greenway. Otherwise I feel it's safer to ride on a slow traffic, unspecified street. For pedestrians and other users, they don't seem to add anything.
So many of the street markings are confusing to both drivers and cyclists raising frustration.
It is not as safe for bikers.
not a place for children and families to gather.
I use bike lanes often; however, they are not my first choice as it is more stressful riding along traffic.
Less safe, still have to worry about cars, less green space
Inexperienced cyclists are fearful of sharing road at all, motorists often ignore or are offended by calming measures and therefore drive too fast.
Cars and bikes are not separated. This means that I would not let my 8-13 year old ride on this bike path and I do not think that older recreational riders 60-80 will feel comfortable using it either because it is not safe.
Cars too close to the bikes
The roads are usually not in as nice repair as the bike paths. Also you have to watch more for cars.
Would be better if parking was eliminated from one side of the street and bicycle traffic was provide with it's own marked lane.
It's the least safest option for bikers.
slower, riding in traffic, angers cars by forcing riders to take the full lane to avoid dooring (not that they aren't supposed to do it anyway on a normal road, but cars get impatient)
Marginal improvement from what is used today. Vehicle drivers may or may not notice or follow street/sign markings.
I don't believe that bike boulevards represent a real improvement at all versus regular streets. I don't have a better experience riding on a bike boulevard than I do riding on a regular street. I don't perceive myself to be safer or more respected by car traffic. I view a bike boulevard more as

a public statement than as a concrete improvement to infrastructure.
The 40th St. bike boulevard has stop signs at the bottom of hills (why can't the cross traffic stop at that intersection?) Once the paint wears off the pavement, it's hard to tell you're even on a b.b.
Bikes and cars are too close, and drivers do not often pay attention well to the space needed for bicyclists. Also leaves out options for pedestrians.
Not sure how the lanes work based on the visual.
Have to share the road with cars. Some drivers may not like this.
I'm just as likely to bike on this as I would a normal road. All of the normal dangers of shared bicycle + auto roadways exist here, including automobile driver road rage against bicyclists and parallel parking door zones.
Confuses cars, although this can be somewhat overcome over time as cars have to learn to share the road with cyclists.
drivers seem confused by the ones on Bryant and 40th; do not like if major intersections do not have a light (such as where 40th St crosses Park and Portland)
Everything else; cars (and their inconsiderate, often-talking-on-cell-phone drivers) would still be allowed here. No green space. My experience with Mpls "traffic calming" measures are inadequate to protect cyclists, so I am forced to expect that cyclists would still be in danger here.
Not quite as likely to be used by bikes, dos nothing really for peds
Traffic, less safe for bikes and pedestrians
Everything, honestly I would never use it for previously stated reasons.
Too congested and dangerous.
not as safe.
It is an option found throughout the city already.
Less safe for bike riders.
doesn't give you the "bike superhighway" feel that the other two options would provide, would be a slightly slower route since you would still be crossing intersections frequently and stopping for stop signs, yielding right of way, etc.
Dangerous for bikers - drivers these days are texting and on their phones while they drive - and do not always pay attention to bikers.
As a biker, I usually don't detect any difference between a street with a bike boulevard and a street without- my safety level seems exactly the same in both situations (which is to say, not great). This option does not guarantee biker safety.
Cars still have access to space -- which keeps the problems of a car/bike street.
opportunity for bike and car conflict, not all that peaceful or relaxing, not compatable with family outings
It's just a bicycle friendly street, not an innovative design to improve the community as a whole.
Not as effective at traffic calming. Little or no sense of safety or quality of life improvement.
no bike path
cars are dangerous
More traffic
Traffic, mostly when crossing busy streets. There are already roads that are so quiet they feel like bike boulevards, which is a very different experience than biking on a path.
There are more than enough bike paths in the city.
not sure I understand the difference from a regular street - don't see any advantage for people gathering, pedestrians, or bikes.

not special; feels like every other street; no space for amenities; loss of potential to do more and rethink the street for a 21st century; as a driver I find bike boulevards confusing--and as a biker they don't make me feel any safer, in fact I avoid them.
Not very safe. Would not take my kids on it. Again, too much emphasis on cars!! Too much!
Don't like this concept. It might be okay for residential California but have you seen these streets in Mpls in the winter time? Like this concept the least.
not as bike friendly
Don't know/unsure of proximity to a proposed route option
I think it's a viable design though I prefer more features specific to the bikers rather than the drivers. I love roundabouts, so that addition to the intersections as pictured above are just good design, plain and simple. Whether you're considering improvements to the traffic situation, the biking situation, or both, a roundabout makes sense for traffic speed and direction.
I like it
We have enough of these around and it still feels unsafe when riding a bicycle because even if I'm supposed to have priority and can doesn't always drive that way.
I give the same answers and comments
bikes should have a seperate path off the road.
There's still traffic.
integrated with traffic
Better than nothing
Not as safe as full greenway
Proximity to route not indicated by respondent
Without enough driver awareness the clash between car and bicycle could cause potential injury to unyielding motorists.
This would be just like Bryant Ave. in South Minneapolis. Yes, it's been designated as a bike boulevard, but it doesn't feel any different from any other street. Cars still drive on it, and there's not even a bike lane. I just don't see the point.
I don't find this that much different from what we have already.
drivers would not slow down unless enforced.
Crowding of bicycle and motorized vehicle lanes makes for less greenspace, which is desirable.
does not give bikers a unique space- doesn't seem a safe or user-friendly for bikers as other options

Why do you like this design best?

Why do you like this design best?
The full "linear park" greenway
Adds park space, gives an option for commuting especially if connected to at trail into downtown. If done attractively I would go out of my way to use the trail.
again - kind of a statement that "we're all in" on walkable/bikable community design
All plans have some degree of residential sacrifice-parking, or other....but a full linear park would add the most actual green space, long with some community features like gardens, or walk/bike paths. Feel it is most likely to be treated and used like the parkway vs a residential street.
Although it is a radical proposal, I believe strongly that providing people with safe opportunities for good health is vital to the future health of our city and our nation. We must all take charge of our health moving forward; however, people must be adequately equipped with the community infrastructure to support that goal. Approval of a full linear green-way that includes space for community gardens and recreational equipment can improve the physical and economic health of these communities over time. The community garden space especially could be an enormous boon in this borderline food-desert area; urban agriculture is a growing movement that needs support from the city to truly thrive, and this bike path greenway is a golden opportunity to do so. The decision on this bike path is a junction for the face of North Minneapolis moving forward; we could play it safe with a bike boulevard or half and half approach, and still aid the goal of increasing bike access throughout the city. However, the full linear greenway could include so much more to positively influence the health of local residents. My vote is decidedly for the full linear greenway, to establish Minneapolis as a role model for how to build stronger, healthier communities.
As I said earlier no car traffic, it is loud, dangerous and it would be one less thing to have to dodge out of the way of.
As long as safety is taken into account, I think this opportunity creates the best asset for the community to use, versus a bike lane that is more a pass through for commuters, etc.
Because I love what the Greenway near Lake Street has done. I would love to have that by my house.
Because I think it would really create a GREEN North-South Corridor right through the heart of NoMi. It will lure people out of there house and enjoy the green space.
because it has the most green space and the best path for bikes.
because it introduces park space into the city, and provides dedicated bike space
Because it keeps the car traffic away completely.
Because not only is the full linear park greenway the safest option for the cyclist, I believe it returns the most value to the community with possible commerce and added vegetation and wildlife.
best experience; makes clear the message that biking infrastructure deserves support
Best to go big if you are doing something. More people will be encouraged to use it.
Better living environment for those in the homes next to the greenway and safer for those using it.
Bike paths like the Midtown Greenway have been huge boosts to development, existing businesses and area residents. But almost all of the major bike infrastructure is in South Minneapolis. A world-class greenway could be a major boost to North Minneapolis and attract new businesses and residents.
Bikes will be safe, people could walk in safety, and would eliminate busy traffic, fast driving and drug dealing.
Bold and unique. Changes the way people think about neighborhood streets.
Brings out community into the park, and enables bikes to travel quickly and easily

Clarity.
Complete removal of cars, priority given back to pedestrians and bicyclists, greater sense of safety, better unity of the built environment and the people that occupy it, opportunity for additional greening and passive recreation.
Complete separation of automobile and bicycle traffic
Complete separation of bikes and cars.
Designated only for bikers and walkers. Has green space and community gathering areas.
Does away with car traffic
Drivers in North Minneapolis don't care about stop lights, stop signs, speed limits, or bike lanes, so why would they pay any attention to anything but explicit measures to prohibit motorized traffic from a true greenway? It is the only option that truly separates bike/ped traffic from auto traffic.
Efficient means of cycling through the city, also allows for more public space. The Midtown Greenway is such a valuable, useful asset to our community that I would love to see more areas of the city have something like it.
Eliminates cars inclusive for many users increases safety and desirability to live in the neighborhood helping property values as well
First and foremost, speed. I bike for transportation as well as recreation and having a resource like the Midtown Greenway in North would immensely increase my likelihood to shop and recreate in the area. Green space uninterrupted by car traffic in the middle of the city is an oasis we need, especially in North.
For myself, I like the full "linear park" greenway. Although to be a good neighbor, I think "half and half" is the fairest for the people that live on 26th.
Full linear or half and half. They both seem very safe and inviting.
Good space, good green, peaceful area, more safety, more family space to be outdoors, more inviting. I also do like the half and half idea. Either would be good.
green space and car free
Having more completely separated bike facilities (like the midtown greenway) is the best way to encourage cycling.
I already answered this question earlier in this survey.
i am a casual biker so i feel safer on trails and routes that are completely removed from traffic.
I bicycle quite a bit and wouild be more likely to go further with routes like this.
I encourages both biking and community by offering public green space where people can gather.
I have lived north all my life to see projects made and fail because they put them by people that dont care, our neighborhood would take care. we are a deserving area
I like having unique, relaxing community spaces. I would just want it to be safe.
I like the idea of cutting down on car traffic through the neighborhoods
i like the idea of it being a destination, not just a thoroughfare.
i like the idea of more green space, with more options of things to do with the space. less traffic.
I like the potential for additional amenities such as playgrounds, rain gardens, etc. As well as the bike lane being completely independent of street traffic.
I like the pure pedestrian greenway and the accompanying green space. Prefer to have no vehicle traffic.
I like this, but I probably do not live on a street that needs the parking.
I love the concept of green space and creating community.

I personally 'like' the full linear park best. Who wouldn't; a separate greenway totally separate from vehicles. But I just can't see it being practical/feasible. The half and half option is a better compromise, still allowing a dedicated traffic lane, but also allows vehicle traffic. One question, you can't string a bunch of these interestnios together can you? You still need to allow vehicles to cross the greenway every couple/few blocks. The devil is in the details...
I see what the removal of auto traffic has done in parts of cities around the country, but most interestingly in our own Milwaukee Avenue. I want something like THAT to happen in North Minneapolis, even if it's just in one tiny spot.
I think it could be both functional and really aesthetically beautiful.
I think it creates the safest and best green space in North. It's the most aesthetically pleasing.
I think it gives bikers the safest, most comfortable option for biking. It is the most user friendly!
I think it is more convenient for bikers and that it provides many more opportunities for beautifying the northside and therefore for developing it further (this might attract more people to the northside and spur economic development in the area as well, who knows!). Additionally, i think the opportunity for creating community spaces is also a great one. People need to have places to interact in order to get to know their neighbors. Health research shows that being in community leads to positive health outcomes, and given health disparities in the northside, it seems to me as though fostering community as much as possible could only do good--as long as residents were involved in the process of making decisions regarding those spaces and how they are used. The addition of community gardens would help with the food desert situation on the northside as well.
I think it makes neighborhoods look better but more in taxes (up keep)
I think it will do the most to promote a higher share of trips along the corridor, the ability to build a wider path is attractive (and could allow for plowing to enable winter riding). Plus the lack of lanes for motorists would allow for more green space and increased number of features and amenities.
I think Minneapolis needs more spaces like this, with a focus on people instead of transit! I bike on the Midtown Greenway at least 4 days a week and the Loring Park Greenway and Nicollet each every few weeks. It's great to have routes like those that are safe for cyclists and pedestrians, especially when there are things like greenspace, benches, dining areas, art, gardens, etc. that encourage slowing down and spending time in the community.
I think our community could really benefit from the green space! It is such a good idea to me!
I think this is the situation most ideal for bikers.
I think we have enough street traffic here in NoMi - adding more greenways would definitely up the enjoyment value of our parks here!
I think would give residents of the area a great resource and bring other people to the area that haven't ventured there before.
I travel for a living and have always found that cities that focus resources on community space are both the most livable and the best for business.
I want it completely green with no car traffic making it safer for play, biking, walking, relaxation, and pure enjoyment.
if the emergency vehicle issue can be solved it would be nice
I'm a huge proponent of bike commuting and overall community health. I think these community-wide pushes to get people out of their cars and onto the bike is a fabulous idea. However, I do understand that I don't have as much vested in the neighborhood, because I do not live in North. While I prefer the full linear park greenway, residents may have differing opinions.
I'm not entirely sure because I can't tell from the maps exactly which streets are affected, but if the full linear park option is along roads I rarely drive, or could easily avoid, then I think that's a great option.
It allows for the most green (actual grass or plant life); takes the car traffic out of the way, so it would be safer for the kids & families to use; nicer aesthetically/visually pleasing and our family would definitely use it!

It boldly provides a large urban parkway that would be a great benefit to the community on a number of levels, in terms of travel, leisure, exercise, safety, etc. Would be a destination unto itself.
it breaks up the traffic flow, it adds grren space, and could serve as a water resivour
It creates a green belt running through the city. Without understanding where it may be placed, it seems a little too similar to Victory Memorial Drive. What will connect on the two ends of the greenway? Where will it take me? I am concerned about safety travelling along the greenway if it runs through some of the more rough neighborhoods of the city.
IT DOES WHAT YOU INTEND BEST
It emphasized the community, while providing space for alternative transportation methods.
It has it all. It's exciting to think about!
It has the most benefits, will best improve the community in the long term.
It is a great idea! It would give neighbors a sense of pride about the area and leave room for important community amenities and beautification of the neighborhood.
It is supporting healthy living something that need to be supported here in North Minneapolis. If we can get the kids playing and the adults talking we will grow this community in the a safe and amazing place! I love North Minneapolis and I think we need spaces that reflect how great this neighborhood is and how better it can be.
It is the most awesome of the three options
It is the most bicycle friendly option. The linear park is more likely to attract higher bicycle traffic.
It is the most bicycle friendly, safest, most community oriented
-It is the most welcoming to bike/ped users of all skill levels (kids/families, etc.). -It provides Minneapolis residents with options.Homes on "front-yard facing park paths" are virtually nonexistent. This brings that housing option into the mix for Min
It looks alot nicer and if it was safe I think more famlies would use this for their kids, walking dogs, and riding bikes.
It moves all traffic to the alleys, and creates the best park atmosphere - this would be great for improving connections between neighbors, especially those who live across the street. This would also be a big plus for stabilizing a block and giving people another good reason to move into the neighborhood. This is what I would want my block to look like, if I had the choice.
It provides the greatest safety to bikers.
It provides the safest and most enjoyable environment for biking and provides community gathering places for other members of the community who do not bike. North Minneapolis sorely needs free amenities such as this option would provide.
It seems like there are enough "regular" streets for motorized traffic in this VERY urban area of the city, so it would be very nice to have green space without the noise & exhaust of cars, trucks and the like. THat said, I don't live on the street this is proposed for.
It seems to foster the most potential for community. Being able to play with my kids, walk, and bicycle, without concern of bad car drivers, is a big appeal to me.
It separates bikes from cars and minimizes intersections.
It separates different modes of travel, provides community amenities, creates more green space in front of homes, encourages non-vehicular transportation options, provides more opportunities for storm water infiltration rather than transportation.
It would best promote bicycle traffic
It's a significant enough change that it would actually get used. It will also offer some much-needed green space in North Minneapolis.
It's bold and exciting.
it's more pleasing and looks calming

its refreshing and allows for us to have more green space--- have people enjoy the outdoors more.
Its the safest option and provides the most amount of green space which in turn has the most potential to impact the health of the community and to produce a trend towards "green commuting".
It's the safest, least polluted, least noisy & tranquil option.
It's truly the best option in regards to safety of the public and the environment. Also, I believe this would be very beneficial to the housing market for North MPLS.
Less opportunity for conflict with cars. maximizes green space, and provides the most economic benefit in terms of property values, and reducing long term liability.
Less to no traffic
Minneapolis is an amazing city. Let's prove it to the world we are still on the leading edge.
More park space, best pedistrian experience, neighbor integration around shared space.
More space for community to gather, kids to play, and enjoy nature within a busy city.
Most attractive, best separation for cyclists, least community interruption by cars
Most comfortable way of riding.
Most improvement in physical environment and usability. Beginning of creating a interconnected park system in N Mpls that has been missing compared to that in S Mpls.
most parklike and most safe for bicycles.
My "ideal" would be arterial auto streets every mile or so with 1 regular auto street halfway in between, so you'ld have car favoring streets every half mile. In the alternating every half mile, you'd have full linear park greenways. In the 1/4 mile stretches between the "auto heavy" and "no auto" streets, I'd like to see the neighborhood access only half and half greenways. I think this would give complete and safe transportation options to everyone without unduly limiting access for those who feel the need for cars, those who actually need cars, deliveries, buses, and emergency vehicles.
My child would be able to bike with us and be safe.
NO CARS!
No cars!
no cars!!
no cars. feels safer. easier to bike with students
No cars. Up north people have little respect or awareness for bikers. This provides the safest alternative. More recreational options.
no contact with cars
No traffic.
North Minneapolis deserves a BIG draw... we need to bring others into our neighborhood for a reason they can't acces in theirs... Love the idea of big neighborhood art along the way, sculpter, mosaics, fountains... areas that invite one to stop and enjoy the area.
North Minneapolis needs some additional features, such as a dedicated bike greenway. Significant resources have been poured into South Minneapolis to create these kinds of features, and they tend to be well used and improve the neighborhood. I would like to see the same thing occur in North Minneapolis.
North Mpls lacks park amenities &good bike trails, full grenway would add to the community character
Of course, I'd prefer the full linear park greenway, but I also recognize the cost and difficulties in implementation. For a cohesive, well-executed

system, all three treatments must be considered.
Offers something for everyone not just bicyclist - - seems the safest for people to enjoy as well without the danger of mixing with traffic
Once you learn that "Irving Avenue" is the greenway, you know it is the greenway from top to bottom
Perfect for every activity beside just biking, the safest and has the most nature of the three
Promotion of bicycling as a means of transport, rather than motorized vehicles for short trips; less runoff from hard surfaces; more greenspace.
provided it isn't built on my street, I think it makes most sense
Provides unique space for bikers/walkers, but also provides space for community residents to have picnics, play yard games, and enjoy the outdoors
Route C.
Safer for bikes/pedestrians. More green space.
Safest for bikes and pedestrians. Increases neighborhood beauty the most.
Safest for cyclists, promotes cycling among local residents, helps build communities, lowers traffic-related accidents, open parkland promotes communal gatherings and activities and reduces crime.
safest for kids and adds the most to the community
safest most green space
Safest option for trail users... When people feel safe they are more likely to use the greenway.
Safety and added greenspace. This is really the ideal option for me.
Safety away from cars
Safety from Traffic
The full "linear park" greenway design is definitely the best option for North Minneapolis, because it would deter crime, attract wildlife and nature, create cleaner air via the trees and greenery, support healthy physical activity for our children and ourselves, foster community, and build a dedicated space to showcase local artists.
The full "linear park" makes the street where it is something unique and better than anywhere else in Minneapolis. It feels the safest, and is most likely to get people outside and meeting neighbors.
The full "linear park" option turns the greenway into a destination rather than just another way to get from Point A to Point B. It's exciting to think of the possibilities for community transformation, particularly with community gardens. And I think it's the most likely to move people from inactivity toward exercise, which is very much in keeping with the goal of SHIP.
The linear park allows people to have space to interact without worrying about traffic. It can allow more of a sense of community.
The safest and most aesthetically pleasing option.
The safest and the most scenic.
There are many bike lanes in Minneapolis, but the full linear park puts bikers and walkers in a space without car traffic that is also more human, with the option of interacting with other people enjoying the outdoors. It also is an actual greenway instead of simply an upgraded bike lane like the bike boulevard option.
There is more dedicated space for greenway, not just for cycling or other direct trail use, but also for rain gardens and other recreational space.
This choice is the greenway.
This creates a new park and allows for greening the area. This will truly increase the value of the properties that are near it. It will encourage new bicycle and pedestrian use because it is totally separate from vehicle traffic. It will encourage all people ages 8 to 80 to be active. With more "eyes"

on the public areas with through traffic the area will be safer. Communities will have stakes in their own spaces which will lead to more neighborhood involvement and pride.
This has the greatest amount of greenspace and creates great connection between our already existing parks. This is a great addition to the existing grand rounds system.
This is a true greenway, like a highway for bicycles between north Minneapolis and dowtown
This is clearly the safest choice for rider. Obstructions to traffic may be intelligently planned and it increases city greenspace with low maintenance costs. (Have these been compared to standard street maintenance costs?) Considerations will need to be made for residents who lose on street parking. I don't have a good answer for this concern but will think about it and bring any ideas to the meeting.
This moves us toward a walkable/bikeable community and encourages neighbors to use their shared spaces to get to know each other. It also would increase biking and decrease additional car use, and create a much safer space for bikers.
This will have the biggest impacts on the community and adds an amenity. The others "balance" too many interests which degrades the greenway in favor of motor vehicles due to engineering rules and space needed to provide parking and drive aisles. Compromise in this case will be detrimental to the effort, reducing the impacts of greenways in the Minneapolis.
This would add the most value to the homes in the area.
This would be a lovely amenity for North Minneapolis - attractive, and setting a tone for the future of Minneapolis.
This would provide the most park like setting and have the greatest effect. I feel that there is plenty of room to bike, walk and play with this design. As a Realtor, this one would add value to the homes located on it.
Utilizes full potential and complete street and its safest option.
Very attractive to my to bike on and use, as well as attractive to the neighborhood.
We have plenty of streets for cars to travel on; it would be nee to have some areas dedicated to bike and foot traffic.
Well, again, Logan Ave N was the chosen path, it would run right in front of my home. But as you tour the north side, you will not anything like the south Grand Rounds loop. Even with Wirth & Victory you are left to cross traffic almost every block.
While biking in the city, one has to be aware of automobile traffic. A full greenway would provide a space where I could get out and ride my bike.
While this option is the most disruptive to implement, it will have the largest positive impact on the community in the long term. It provides public spaces and amenities in addition to its primary purpose as a transportation link. Instead of representing a tradeoff between different modes of transportation, as is the case for the other options, it enhances the entire community.
Will make North Minneapolis even more awesome!
Will make people completely safe by fully separating cars and bikes.
You can never have too much greenspace. A safe place for those of us who ride often, especially for people who ride with their children.
It would be safest for bikers.
more family friendly
Useful to most types of cyclists - roadies as well as neighborhood kids.
No traffic
It's peaceful and can have multiple uses. I think a lot more people would use it!
Most green space for many activities, out of traffic.
It creates the most green space and elevates North Minneapolis to a more equal status to the rest of the city.
Park like atmosphere.

I'm torn between full linear par and half and half. I prefer the full linear park design from a cyclist's perspective (faster route, less traffic crossing, etc.), and I like that additional uses could be drawn from it (BBQs, benches, gardens, art, etc.); however I am concerned that it may be the least palatable option to those living along the proposed route, and may create undue resentment and aggression toward cyclists along the new route. In a perfect world, the full linear park would be awesome, but being realistic, I'm not sure it would net the necessary community buy-in to be successful. The half and half would likely be a more palatable option to local residents, though not as efficient and useful as the full linear park (in terms of both biking efficiency and community use). I think the boulevard option is the worst since it basically maintains the status quo (give or take a few coats of paint) and provides the least utility (of the 3 options) for non-drivers. So to sum up, if community buy-in can be secured, linear park wins, but if not, half and half is probably the best option.
I am a biker - and love any path designated just for bikers so I can relax and enjoy my ride
I like the full option the best- I think this option has the most impact for bikers and provides the best scenarios for community improvement and engagement.
The linear park is a multi-use green space that can be used for many purposes. It's benefits are far outweighed by the lack of car traffic. It'll be a much more peaceful, calm, fun, natural habitat for people and animals.It just seems like the very best idea of them all.
Best improvement of life for cyclists and residents. Long term adds most value.
It is liekt he parkways in the rest of town. Safer without traffic close to the path. More park like.
it creates the safest environment for biking safety--not getting killed by cars
maximum usability, safety, promotes community building
Beautify part of north Mpls.
It's more forward looking. I just don't see the cost/benefit of the other halfway options.
Of the three I like the "linear park" best, but I think a hybrid of "linear park" and the boulevard with be best to mix amenities and also include other infrastructure improvements such as storm-water retention, and urban biodiversity corridors
Safest, quietest, best for kids and to interact with other people...bikes, peds, every one except cars! I think it would be a wonderful way to connect people in north Minneapolis to their neighbors a well as the environment.
safest for bikers and best for auto traffic. Would also match the current structure of Victory Memorial Drive and Parkway.
Most completely realized. Shows a full commitment to biking. Most scenic. Safest.
safer and gives a big green space for the North side
Allows for more green space. I lived next to the midtown greenway for a few years and really enjoyed it.
most pedestrian and bike friendly.
I think it might be a good selling point in the future, if I was to sell my home.
because it creates a space for walking also.
It makes a nice large community park where neighbors can get together a play and the more the neighbors know each other the less crime there is. It also makes a much safer environment for children to play with out the added danger of car traffic.
Safety and equity for all, seems to be able to be developed and implemented in this model.
North Minneapolis, can use more green spaces and community building spaces. A full bike greenway with amenities can help build the N. Mpls community.
For many reasons including the distinct cultural experience a full greenway offers. If the city has an interest in promoting green and bike-friendly transit, a full greenway would be the most strategic since the user's experience establishes a distinct minneapolis greenway identity, which would then be much easier to expand because of the identity cultivated within the population and perhaps tourists as well.

Provides the most green space and safety for pedestrian and bike traffic
Maximum benefit for North side families, provides a true oasis from car traffic streets, provides those high amount of additional community building space.
This is the most distinct greenway and it will have no trouble drawing use. The inclusion of the roads will reduce use by pedestrians and cyclists.
This is exactly what North Minneapolis has been needing for years. I can imagine walking, playing, and biking down on this greenway with my children and husband for years to come. Although we moved here as a "start", this sort of radical and inspirational change for our neighborhood encourages me to stay here in Camden and plant "deep roots". I picture my kids coming home with my grandchildren for the holidays packing them all up on the old wooden sled and pulling them through the snow. No traffic on this greenway is really the way to go if we are looking for not only a physically healthier community, but a truly encouraging relational change in North Minneapolis. And the bike commute will be GORGEOUS! Go with this one - and put it on Girard Ave. N.! ;)
1) It creates a safe transportation corridor that promotes physical health. 2) It provides a fast route to Downtown. 3) It will be embraced by people of all ages because it truly protects from car traffic. 4) It creates a badly needed green space that promotes community. 5) It is very likely to attract development and population growth to North. 6) It challenges the often misinformed perception that there is nothing worth visiting in North and that it is a danger zone. Unfortunately, these perceptions are real have driven the majority of our city's citizens to avoid North Minneapolis at all cost. Of course this has been to the detriment of the people living there as businesses languish and unemployment is high.
The "half and half" greenway
Because this supports the community's needs better; with three types of commute. Pediatricians, bikers and vehicles.
Best compromise between auto and pedestrian/biker traffic
Best for speed by sharing with autos and removing pedestrian traffic, best for riding/commuting.
Best of both worlds
Best of both worlds
Best of both worlds. We still need streets for parking in north, unfortunately.
Better option for home owners as it still allows street access. Has dedicated bike lanes which are safer and more pleasant for cars
give the exclusivity that folks want in a bike blvd with out taking away street parking and access to homes/neighborhood.
gives cyclist the right-of-way, and is e-z to sell to home owners
Great compromise between all users of the street.
Home owners would still be able to park on the street. Permit parking would be needed to keep trouble makers from hanging out in their cars.
I actually prefer the full greenway, but think that will get too much resistance from neighbors who live along the route. I think the half and half is the best attainable option.
I don't, it's the lesser evil.
I find it to be a good balance.
I think it would provide a place for pedestrians and bike riders while still providing homeowners with access to the front of their homes. It also allows for emergency access.
I think the full linear park will not fly with property owners along route, while the bike boulevard does not go far enough in providing green/art space. My preference would be to have a half and half but allow cross traffic at most, if not all, intersections.
If accommodates the majority of users and residents, whether or not they drive.
If it runs down my street I think it could improve property value.

It allows residents to still use the street for necessary activities- Parking, trucks, emergency vehicle traffic, heavy machinery for when a sewer line needs repair, etc.
It gives bikes a complete separate space while still keeping them near and with traffic. I believe drivers who don't bike regularly should see the biking within their area. The Linear Park removes bikes from the driving world. While this is peaceful for bikers and families, the car enthusiasts may see biking as something that "happens over there" and it may weaken the awareness that bikes should be given equal rights on the streets in other settings like on bike boulevards and in bike lanes.
It has less competition with automobiles and yet allows for the flow of traffic from side to side.
It offers a great alternative to car drving by setting aside this green space for biking and walking. it also mantains some space for vehicular traffic.
It seems like the best compromise. I could also see a blend of these options - mostly in the linear park and half and half - that would be preferenced by residents.
it seems the safest option
It seems to be the best of both worlds. It has enough increased green space to really improve the appearance. The bikes and cars are separated, and yet it doesn't make access so difficult for those who live on the street.
It separates bikes/peds and cars, while still adding greenspace and providing for on-street parking for the adjacent properties.
It uses existing infrastructure without removing too much parking while still ensuring nice, easy, safe, free-flowing bike lanes.
It's the best if both worlds. Greenway with vehicle access.
It's the middle ground--addresses safety issues, and local homeowner issues to some degree.
might actually happen.
Politically more likely to happen
safest option
Safest, yets keeps me out of traffic.
Seems like keeping parking will keep the residents happier and this is closer to a street so fewer opportunities for assaults.
Seems most practical and still safe to bike on.
Seems to be a better compromise to bikes and cars with fewer intersections to be dangerous.
Seems to be a good balance of change in a neighborhood and accommodation of a new cycling/walking route without road traffic.
Seems to be a good compromise and offers residents access to their homes (via cars) as well as bikes having a safe way to ride.
still easy to get around in a car but safe and separate for bikers.
the balance it provides. the bike boulevard is not really a greenway at all IMHO.
The half and half would be the most used while still being conscious of traffic. I am a runner as well as often walk my dog, would LOVE this option and would use it very regularly!
There needs to be on-street parking. Parking is very limited especially on Dowling ave. I also will not tolerate my guests or family walking several block to my home as random crime in the neighborhood is too prevalent.
Most realistic and could be replicated in more places
I suspect it is more economical that the full linear park greenway. I really like the added protection for bicyclists and yet still provide space for vehicles.
best option for all involved - current residents and cyclists
most realistic in that it accomidates everyone

Probably cheaper, easier to enter or exit, seems safer from crime. However, street crossings would be a big downside!
Provides a safe biking/walking/jogging solution without cutting off car traffic completely.
It gives parking, greenery options, safety with the limited speeds, and makes the street look excellent with an option to still plant and possibly use the area as a social gathering venue for National Night Outs, neighborhood/block meetings, etc. And it would truly enhance the appearance and pride we homeowners take in our investments!
It gives parking, greenery options, safety with the limited speeds and traffic, and makes the street look excellent with an option to still plant and possibly use the area as a social gathering venue and for National Night Outs, neighborhood/block meetings, etc. And it would truly enhance the appearance and pride we homeowners take in our investments!
It allows the draw of a safer bike path which will encourage more cycling traffic while not completely disrupting the residential neighborhoods and traffic patterns. I believe it will still provide some added greenspace which can be used for gardens, public art, benches, and other community beneficial features, while not requiring the initial financial burden that the full "linear park" would require and also would require less community maintenance over the years.
best compromise
It offers the benefits of green space and easy access to a bike path while maintaing some of the parking.
While I do like the linear park the best, without exploring the route and visioning the streets completely, I choose the conservative approach that is the least change to affected households yet provides the safest biking option
The bike boulevard greenway
I think I've made it clear above.
It still allows traffic flow on the cross streets.
Least annoying for people who live near. Would prefer nothing.
Least interuption to current homes and traffic. Marked lane provides a reasonably safe riding space with no parked cars to worry about- stopping, turning to park, opening car doors, etc.
Less intrusive as far as environmental modification. Most likely less expensive for taxpayers.
Shared use is practical and the future of transportation. The least impact on homes on the routes.
The residents at least can park cars in front of their house, they should be entitles to that because they pay the taxes for the privlage and bicyles pay nothing to have the privlage of using the streets, plus they don't even follow the same rules as automobiles and they should.
Room for parking and bikes, yet still has easy traffic access through the area.
I believe this is safer especially for pedestrians. I believe this assures that older and disabled residents can feel more secure having better access to vehicle routes.
You can change it back the easiest.
I don't have a preference
I do not like it, I do not want it and feel it is a waste of money and resources!
I don't like any of them. I think they are all wastes of money and won't be properly used.
I like the streets the way they are, although I wish the police would enforce the traffic laws. Bicyclists routinely breeze through stop signs and red lights, right two or more abreast, and otherwise ignore the rules of the road. You didn't offer the option, but count my choice as "I hate them all."
I would prefer that there would be no greeway at all.
I would use them all! I want the design that is most viable in terms of community and city approval.

If it is not going to accomodate two traffic lanes. I don't like it. It is not fair to the driving community to have to be inconvienent for a few bike riders and you have not considered the winter. As a city tax payer. I resent that the city is allowing these changes without considering the majority of citizens who have to drive cars to and from work and for other business. Bike riding is recreational.
regardless of what someone lines, none are necessary
The devil is in the details. If residents are in favor and costs are manageable then the full linear park. I would still like to see more specifics about the routes, treatments at intersections, traffic impacts, etc. I actually believe there should be two such routes, one on the east side, as proposed here and another on the west side, along with more east-west routes designated.
No option selected
I hate them all. I do not want a greenway in front of my house.
none of them THIS IS A BAD IDEA!!!
none of them are any good!!! The one that would be the best of the worset would be the EXTRA bike blvd
NONE. I do not like or want a greenway. You should have a "none" option!!!!!!!!!!!!
Why isn't there a "NO GREENWAY" option? I don't like any of these ideas!

Why do you like this route option best?

Why do you like this route option best?
Option A
A direct route is often most attractive, but I do not know enough about the logistics of each of the routes. What is most important is that a complete greenway emerges.
A good bike path is a straight bike path. The primary benefit of these trails will be to accommodate people trying to get somewhere - whether to a park, to work or otherwise. Meandering trails are annoying and will just lead to bikers not using the trails at all.
Although I do bike for recreation quite a bit, I mainly commute and I would not bike for recreation through my neighborhoods in North. Thus, a straight shot is much preferred over a route that meanders East and West.
At the North end of the route it passes by three extended natural areas without housing on one side of the street, Crystal Cemetery, Folwell Park and Jordan Park, all of which provide more scenic, nature views. It also is much more of a direct route. Neither of the other options provide as much park-view along their routes.
because I live on Irving
Because it does not interfere with the current bus route 5
Because it doesn't go by my house. I don't want extra foot/bike traffic going by my house. That increases the likelihood of crimes on my property.
because it is closest to our house.
Because it is the most direct, it is the most appealing for commuting, and getting from point A to point B.
Best bisection of the east and west portions of North. Seems to affect only one street - perhaps this is easiest to navigate and plan for?
Central location
Close to the house
Closest to home. *[address removed to protect respondent privacy]*
Direct route
direct route.
Directness is a very important attribute for cycle facilities. Otherwise, some people will skip the nice bike facilities and just ride on regular and dangerous roads.
directness, best times for commuting down town
Does not impact my street, and it has the potential to solidify the street, and it's already partially a 1 way due to the cemetery. It can also span the longest distance. But you should be putting this on Lyndale.
Don't want to see Emerson used, so don't like that part of Option C. Not sure why Option B needs to go through Folwell park - at first glance, that's not attractive to me. So the most direct option which does not significantly affect streets on which I drive a lot gets my vote.
effective and efficient would cost less less headache during construction
Emerson should be a shared road bike path from the Parkway to the new Bryn Mawr Bridge, which takes option C off the table. The five block jag at Folwell Park seems exessive for someone trying to bike from Camden to points south (most would resort to either the Victory Parkway or Emerson if the route is not direct enough). I bike the Humboldt route from the Parkway to Lowry now and I think its great.
great for commuting to down town, and also runs close to the parks
Humbold is a one way until you hit fowell park so this way would be a straight shot higging most of the parks.

Humboldt would link up with the shingle creek/lind bohanon Humboldt greenway, and make that greenway relevant
I actually bike with my daughter from our house at Dowling and Sheridan and we go through Fowell park to Jordan Park. This seems like it would make it a lot safer for her. Also, maybe more families in the neighborhood would bike with their children if there was a route like this to Jordan school.
I have friends who live along this route, so it would be the one I would use most frequently.
I like a more direct route with more turns. But this isn't a strong preference. All the options are viable.
I like option A because it runs alongside the park, not through it. From safety standpoint, i don't always like going through parks at night. But it would be nice to have the trail build on the park infrastructure, especially if it is Option 1.
I like that it is the most direct. I also like that runs along Crystal Lake Cemetery/Folwell Park/Boys & Girls Club. This route minimizes the amount of east-west vehicle streets that will be disrupted which may increase its feasibility in the future.
I like that it starts north of Victory near Creekview Park.
I like that it's direct. I think I like them all, though. If it's a full "linear park" design, I'll go out of my way to use them.
I like that it's the most direct route, and utilizes/ties together some other green spaces that are already in existance.
I like the directness of this route. It makes the trail more useful as a bicycle commuter route, and simplifies car navigation around it by being easier to remember spatially.
I like the idea of limiting traffic by the cemetery.
I like the more direct route with less turns.
I like the most efficient, shortest way to get places. Right now I take the Emerson and Freemont bike lanes. This would be a great direct option.
I live on Irving
I live on Irving Avenue North. This would cut down on noise and drug dealers. It would make our street safer!
I live on the street in question on Option A and would love to see traffic disappear from it.
I prefer the more direct route, although I would use any of these options that ended up being built.
I prefer the most linear option. I also like that it straddles Crystal Lake Cemetery and Folwell Park. Selfishly, I live on Humboldt and would love to have my street become a greenway.
i think a & b are good A for directness c for scenic potential and maybe with the amenities it may turn the neighborhood a bit nicer and friendlier if we are optimistic
In my opinion, the more direct the better so cars can most easily "reroute" without running into another dead end. Mostly an issue for those less familiar with the area.
Is the most direct route.
It can pass along the cemetery and not interfere with residential activities. It is already a one way.
It goes by the park. And my home.
It is a practical route, direct to the goal.
It is a very direct route.
It is direct -- for people who are commuting solely by bike, this is important. Biking is not only an exercise practice but also a means of transportation.
It is direct, it is a route that is quiet and the route along the cemetery and along folwell is underutilized. It still runs past the parks, but retains its direct routing. It is a route that I would currently choose even without it being designated bike lane. Plus it hooks up directly with the current bike

path along Humbolt Parkway which already has a feeder to the river paths and Memorial Parkway. It makes the most sense.
It is more direct. I like B a great deal- going through the park, etc. as well.
it is most direct
It is the directest route. It also seems to pass nearest points of interest.
It is the most direct
It is the most direct route
It is the most direct route
It is the most direct.
It is the straightest and most direct.
It is the straightest.
It makes sense to run in the most direct path that provides the least disruption
It seems like a good centerline between the river parkway and Victory Memorial.
It seems more direct. Better for commuting.
It seems the most direct
It seems to be the most direct and the least intrusive.
It takes me directly to work.
It would eliminate the high amount of traffic on humboldt and would connect will with Victory Memorial Parkway.
It's an arbitrary decision - I live on the East Side of the river, so it's unlikely that I will use the trail but I am in favor of the most direct route from A to B if the point is to allow bikers a better option to commute and get around.
It's direct, and it goes right by my house.
It's longer and it goes past park spaces. Humboldt may have some options for coffee shops, bike shops. However I would not want to use option 3 on Humboldt.
It's most direct, and predictable, making it easiest to navigate around for vehicles.
It's most direct.
It's the most direct & it is closest to my house.
It's the most direct route
It's the most direct route
it's the most direct route.
It's the most direct, and would therefore seem to create the least disruption. I also think if the linear park idea is chosen, a single long park will be more enjoyable/aesthetically pleasing than a curvy one were the length of the park cannot be observed.
It's the most direct, makes the most visual sence.
It's the most direct, so if we wanted to walk/bike either way, it wouldn't take as long. It seems quieter to begin with, so not as much interruption to the residents during construction.
It's the most direct.
It's the most direct.

Looks like it is the most direct and hits a number of target destinations.
Looks like less hills.
Makes the most sense. Straight not confusing.
Minimizes crossing of major arteries (Dowling & Fremont). Maximizes use of existing park space (Folwell and North Commons). Maximizes remediation of afflicted neighborhoods (Hillside).
More conveniences
more direct
More direct route for commuters.
More direct.
More direct.
More parks
Most accessible to schools and parks.
Most direct
most direct
most direct
most direct
most direct
Most direct
Most direct
most direct & simple, pretty evenly spaced between alternate routes to the east & west, borders or connects to parks
most direct and because I believe bike commuters will be most likely to use it
most direct and I live on it! - I have suggest this before
Most direct and most scenic. Lots of bikers will use this to commute I think, so a direct route is preferable.
Most direct route
most direct route
Most direct route and therefore more likely to be used for commuters
Most direct route, easy to follow.
most direct while still accessing many parks
most direct with access to the parks
Most direct. It would make this better for bike commuting. Could eventually go through Lind Bohanan. Also less confusing to stay in a single street e.g. Irving bikeway or Humboldt Bikeway.
most efficient
Only that it doesn't come down Emerson where I live. BUT again, please do not build a greenway that we cannot afford. If we have money in the city's budget for improvement help my neighbors with home improvements that they still struggle with since the tornado.
Relatively straight and simple, while still adjoining a lot of parks and green space.

Seems the straightest.
seems to be more most direct
Serves the most parks etc with the fewest turns.
Simplest, most direct. Least confusing for vehicles to understand.
Straight path through the neighborhood without large E/W jogs.
straightest route easiest to follow.
The more direct the route, the more likely that daily commuters will use the entire route as designed. Commuters will take shortcuts to bypass the east-west route changes and this will result in less bicycle traffic along the route.
The most direct route of the three. And it's close to our house. :)
the route
This is a straight shot, and it utilizes the cemetery and Folwell park nicely.
This is the most direct route
this is the route I usually take, along humboldt avenue north. Its the most direct route, with little going out the way and traveling extra
This option goes past my house.
Best bisection of the east and west portions of North. Seems to affect only one street - perhaps this is easiest to navigate and plan for?
Most direct route; fewest jogs/turns
Logical per street useage
While I am not very familiar with these neighborhoods, the most direct route is most advantageous in the abstract.
Most direct - less turns and crossings
It's the most direct.
I prefer the directness of the route.
Option A looks the most direct/ linear
Next to large open areas so less cross traffic. Easiest to build and least disruption to cross traffic. Also could be most scenic.
it goes by friend's house
seems to be the most direct route
Most direct Does not cut across Folwell Park
Straightest. probably least expensive. Will not divert as much traffic as other routes.
It connects with Humboldt Greenway and could offer the safest route for bikers and peds. Humboldt Ave just south of Crystal Lake Cemetery is among one of the hardest hit by the tornado. Adding this amenity would help add to the property values of those homes and the overall value of properties in N. Mpls.
Already said.See above answers
It is the most straight and direct.
it's the most derect, therefore, I feel it would get more use. I would be happy with any one of them, though.
most direct for commuters
It is closest o my house.

Connects a lot of parks and closest to my home
It gives parking, greenery options, safety with the limited speeds, and makes the street look excellent with an option to still plant and possibly use the area as a social gathering venue for National Night Outs, neighborhood/block meetings, etc. And it would truly enhance the appearance and pride we homeowners take in our investments!
We are THRILLED that this is a plan, we have wondered if the city simply forgot about us over here, and after the tornado last year, we were really concerned the area had been forgotten! This is a thriving community, and things are changing, slowly, but changing, so if something like this can happen on one of the main routes (Humboldt), that would invite more actual homesteading homeowners to invest, and eventually create a solid sense of pride in our nice community~
It is the most direct route which is appealing to the cyclists for its ease of use and also for the fact that it is the most logical for those to remember and find.
it goes in front of my house
It's direct, follows with the whole Humboldt Greenway plan, and it goes by my house!
I like that it shares the most already existing park space with folwell park and Crystal lake Cemetery. Also as it is the most direct line I think it will be easier to modify traffic patterns.
it's more convenient, what's need on the north side is a direct commuter's route. this one is the most direct.
Space is shared by all. I live on Humboldt there are parks along this path also. It is a straight road easier to follow.
most direct route--i think this would be important to families--easy to keep track of kids and safer, option B would be my 2nd choice--it goes by more parks and water
This route is equally spaced in north and is fairly direct.
Option B
Again, right out my front door. But this may also be a chance for some of the landlords in the area to try & fix up their homes & add a little pride that those of us who have invested on the north side are waiting for.
Closer to where we live and not as close to some pretty tough areas of north.
closest to my home, loops around Logan pond
Closest to my house
Direct connection to parks, ponds and existing bike paths.
Goes closest to the places I would ride to
Hard to say, I like the pond
I like that it doesn't go by the Cemetary, goes through Fowell Park and around jordan Pond. It seems like nice varied scenary.
I run a lot of trails in Minneapolis and my favorite are when they incorporate going around bodies of water, mixed with parks. I also love that it goes right through Fowell park, not around it.
I think it hits all of the greatest parts of North... traveling through Folwell, around the pond on Logan, and along North Commons.
I think the two streets are less traveled than option A and is more scenic than option C.
I would use this to get downtown all the time. Currently, I need to bike across 94 on Lowry to get over to the North Loop for work, but usually come from downtown in the late evening. Also, with the pond already breaking Logan, it's not a heavily used street.
Incorporates pond.
Incorporates the lake/pond

It goes around the small pond
It has a split east and west so more people are able to access it from various locations. It goes right into Webber Park!
It has the best park access along the entire route, and ties into the existing bike infrastructure set up on Emerson/Fremont.
It make the most sense.
It maximizes the proposed east/west greenway on 16th Avenue which was planned when I-94 was constructed.
It on my street and I'd give it up to cut down on the traffic coming through. There is also a greenway on 37 and it would be great to connect them
It passes the parks and a pond.
It uses the pond on Logan.
It's farther away from Fremont, where there is already a well-established and awesome bike lane
It's the farthest away from already established bike lanes on Fremont.
Jordon Pond
Most contact with parkland and scenery.
Option B for the most scenic if the path is going to be full greenway otherwise I'd pick the most direct.
Safer neighborhoods, more scenic.
The heart of North Minneapolis is what needs the assistance... I also like the fact that unlike option A it takes advantage of more of the ascents that North already has... bringing neighbors and visitors through two of our biggest most active parks, the Logan pond and Cottage Park. I also like that fact that at the end it has a north and south point... seems to welcome those to North from downtown as well as lauch north Minneapois to the business district downtown
Includes the under utilized land feature that interrupts Logan; connecting across the freeway at 45th (?)is good.
Because Fremont is already a bike route. It seems reasonable to put the other one a little more distant from it.
I like that it incorporates two existing water features in the path and creates some natural elements to reduce traffic and create a stronger emphasis on community.
I like the linkage of this greenway to the existing 37th ave greenway and to Folwell park.
Connects to Webber Park at the north end. The connection between webber park and folwell park is absolutely critical. Especially with the new swim beach being added at webber park, the greenway needs to connect this critical neighborhood feature. The humboldt route at the north end is not ideal because it does not connect to Webber park directly. The Emerson route at the north end is not good because it would add a non-existent traffic control to cross webber parkway, and also Emerson is VERY hilly between 42nd and the parkway.
The beginning connection from Webber is perfect going in that direction - no hill - easy smooth ride and walk. Lovely how it goes through Folwell.
It includes my street - Girard Ave N
It seems to me that these are less used streets for car traffic.
Truly connects all the parks including Webber. Think it'd be cool to have a green street!j
Option C
all but the south path around North Commons... NOT.. Like the street flow and around Fowell park ending on Emerson closer to the new Weber park pool/lake.
Away from cemetery; touches both targeted parks
Because it has some nice overhanging trees (don't hurt them!) and they could use some encouragement on that street. I would easily use it.

Because it is the closest to my house
because then you would NOT be on my street
Closer to my home
Connects recreational areas
Goes by my house
Good choice of roads and path through several parks
greenspace
I believe this is the most scenic and green route.
I like it's Northern starting point and intersects with all of the parks. A short detour to go to the pond would not be burdensome.
i live on james ave
I love the idea of the route coming up Emerson - I would love to see the added bike traffic, and people enjoying a full greenway.
It allows for greatest access.
It connects and relates to existing green space and parks without ONLY being next to the parks. Thereby expanding green space deeper into neighborhoods that have minimal access to parks.
It eliminates car traffic. It should just be a green space.
it encompasses the most of all of the parks
It goes on the west side of North Commons park, closest for those traveling Penn Ave
It is near my home.
It travels along more parks and greenspace.
it would effect home owners the least
It's closer to my house.
It's closer to our home and would have a higher impact on us who live to the east (in the north segment).
least impact to 44th ave which is very near to my house and a major thoroughfare.
Makes the best use of parts of the city that can use redevelopment. No sense in placing park trails by more parks in my opinion. Those parks are still accessible.
Most direct option -- in an area that cuts through some of the most under-developed parts of North Minneapolis -- farthest away from other green belts & is the straightest path
Seems to be the most linear route.
The north part of the route is more in the middle of the people most likely to access it, making it more accessible to more residents. As the route continues to south it remains in the middle which again will only increase accessibilty to more residents.
This route seems to engage the largest number of existing green spaces in the city.
It connects to North Mississippi Regional Interpretive Center.
I liked this option best because it is closest to my home.
like I said before, I think it might be a good selling point if I should decide to sell my home.
Mostly because I'm mostly familiar with this route than the others. Plus, it seems to connect to more parks than the others.

Connects to many parks, but doesn't disturb them by plowing through.
We have one Greenway on the West side of North Minneapolis, having one near the East side would spread the wealth.
I don't have a preference
All three seem like nice options to me
Fortunately, none of these are in my back yard, so I can avoid any of them.
I do not know the streets, cannot have an opinion. Route C looks very convoluted at the south end.
I do not like it, I do not want it and feel it is a waste of money and resources!
I don't feel I know the areas in question well enough to pick a preference. However, I do like Option A as it doesn't make people heading north and south go as far east and west.
I don't know enough
I don't live in North Minneapolis. (I live in South or Southwest Minneapolis.) Thus, I think people that live and work on the northside should have the most input.
I'm just glad we're considering more greenway mileage in this area, I don't have a personal preference.
It's hard to choose. I like that Option A is relatively direct and links some of the schools. But it's also fairly close to the existing bike lanes on Emerson and Fremont, leaving the middle portion of North Minneapolis without much in the way of bike amenities. So I also like that Option C travels along Logan for much of the way.
Option A is most direct, but more important is how accepting the on route community is.
Seriously, you refer to Girard Ave as grand in the survey language as well? Do you even live here?
They all have their benefits, although I really like the middle section of option B (it's quite a pretty bike ride between Lowry and Broadway.
this map is very hard to read
I can't see the street names. I'd like it to run on 35th ave N
whichever is the safest
No route option selected
I hate them all but I really do not want a greenway in front of my home which is on Emerson. Emerson residents rely on on street parking and there are many older and disabled residents on my block alone that would really be in a lurch for parking and getting to their homes not to mention carrying groceries to their houses. Surely the city can find something else to harrass the residents on the North side with. Obviously those who are working on this project are either no-northsisers themselves or they are very inconsdierate of their neighbors. AND who can afford this?
None
NONE of them
Direct
It seems the least disruptive and easist to do.

What would you change about the route options, if anything?

What would you change about the route options, if anything?
Live on proposed route option A
I prefer option A, but I would add the element of both B and C that cuts through Folwell Park east/west in order to connect the 37th Ave Greenway to the proposed north/south greenway.
None, they all look like good options.
Nothing
Have Option A come down Irving Avenue North from 34th and continue to Lowery Avenue.
the train could branch at Plymouth to continue on Irving to Harrison Park - then to Cedar Lake Rd and Bryn Maur park and tie into the trails there by Cedar Lake and the Rails
Options B and C are rather convoluted. If for some reason option A was not selected, I'd prefer a more direct route.
I would make the bike path run parallel to Humboldt and turn Humboldt into a oneway heading north. Southerly traffic could travel down Fremont. Make Fremont a one way, or a three lane with the middle to be used as a turn lane. (29% reduction in accidents)
nothing
It would be nice if it could take a jog to hook up with North Commons Park.
I like the straightest line that stays on ONE street the best
More lighting would be nice, especially because it shares the road with bikers at night time!
Better lighting would be great, perhaps some of those decorative lights that are on the other green-ways!
I can't think of any changes to propose.
nothing
Have route A go directly down humbolt to Lowry - that will go by the new Humboldt Ave. landmark posts that were installed on Humboldt/Lowry
It would be nicer if it also touched north commons park
move it further east so it's more centrally located. use emerson and fremont instead of penn.
they all sound good but I would prefer the full
Live on proposed route option B
I would maybe be sure the selected greenway starts at Plymouth & West River Parkway. A nice smooth transition from trail to trail. Plymouth is a bit of a beast to tame when riding in traffic. Public transportation being one of the least forgiving when I am in the "bike lane" on Plymouth.
nothing
Do not go forward with this project
Nothing
The southern portion (south of Folwell park) should be ideally farther to the east. Othewise it really backtracks for commuters trying to get south. Thus, my strong preference would be Option B north of Folwell park, combined with Option A or C south of Folwell Park.
I'm mostly looking at the northern end. Emerson (C) as a big hill to climb off of Webber Park and the first option (A) doesn't even connect to Webber directly without back tracking.
not to do any of them
Live on proposed route option C

nothing
I would like a design to show the route going further, like a greenway bridge on the SE corner of Plymouth and North/East Lyndale that brings riders onto 5th, which should be a bike blvd into downtown.
I live on Emerson and I am telling you right now - change anything about it that impacts even 1 parking space by my house and I will sue. End of story. We are a bike friendly street and that's bad enough.
Not build a greenway!!!!!!!
It going down Emerson turns some people off. Perhaps it's possible to start it on Humboldt.
Please do Option A, as I simply would not use the other options because they would add many blocks to my commute. I commute by bicycle and am biking through North around 340 days a year.
Don't consider the route on Emerson, there is a steep hill and curve at the intersection of Emerson and Webber Parkway. I don't think bicyclists would enjoy that.
Forget about them all together. Route your bikers to Victory Memorial that is already an established greenway.
Live on proposed route options A, B, and C
Forget about them and put the money into the River Front.
Live on a proposed route option, but don't know/unsure of which option
I'm not sure. However, I'd sure like to see an east west route or two added in.
I would change option B so that it went down Hillside instead of James. People on Hillside complain about speeding and a bike boulevard would address that concern.
Live near a street that may become a greenway
I don't have strong preferences.
Less elevation changes
Keep it on Emerson
Keep it as directly north and south as possible.
I would continue route a north on Irving to folwell park and then east to humboldt. This is more direct and Irving is a lower flow street currently.
I wouldn't run it through the ghetto.
I would use option A until Folwell park then start with option B.
Not sure at this point
Just not sure what trails this connects to down by Plymouth.
nothing
I like that Route A is direct and I wouldn't necessarily want to change that, but it would be nice if it actually went along North Commons.
Not much. These are centrally located, and easily accessible from existing E/W bike lanes. The only concern I have is safety, but if properly patrolled will be an excellent tool to improve blighted neighborhoods.
I would cross over from Fowell park and take Irving from the park all the way down. I would not take Humbolt to 33rd then cut over to irving. This will cause too much cofusion for traffic and it divides up the blocks funny.
more direct path
Look at the potential for tying the school district hq into the plan. Consider the traffic and bus flow impact of chopping up Emerson/Fremont near

Plymouth/7th/VanWhite.
Nothing -- I like that it goes by so many schools as well (option A).
Connect the a option to Webber park.
I think Option A is the only sretch north of Dowling that makes sense. South of Dowling, I could see all 3 options working. I like that option C really connects with the parks. But please don't use Emerson!
Nothing.
I would put it on Fremont Ave, as it is already wide enough to accommodate the greenway with minimal modification. We already have Lyndale and Penn as main north and south bye ways. Let's get rid of the "nuisance" traffic on Fremont and make that the Greenway. Two birds, one stone!!!!
Nothing.
nothing
?
Connect the Greenway to the Twins stadium. Or at least a bridge to the North Loop area of Washington avenue.
Don't do any of the routes
All three of these routes and the North Minneapolis Greenway plans in general ignore the most important reason for adding a route to North Minneapolis: to connect it to the rest of the city. The interstate system has cut off North Minneapolis from the rest of the city and the greenway project offers an opportunity to somewhat remedy this tragedy. If this is not addressed, the project will be a failure regardless of which route is chosen.
I would only note that 44th should have more traffic control where the bike path crosses. It has a blind corner and can get tricky with school buses, city buses and the traffic of this busy street. Perhaps a 4 way stop sign, or even a light. A bridge over the RR tracks would be nice for bikes and cars!
Knox Ave instead of Logan in option B
Start the rout where C starts on the north end.
The final several blocks could follow a more direct route that goes a bit farther (follow the dark green where they intersect).
Maybe cutting through parks at a diagonal would make the route more direct and less boxy, as well as making the ride more scenic.
Don't fund them from the general fund. Institute a bicycle license and registration fee, just as there are for cars and drivers, to fund bicycle roads.
Option A is a great route. The others need to choose a street and stick with it!
Maximize connection to current infrastructure - schools, parks, ponds....
I wouldn't have the green way travel north/south. It goes by to many fronts of homes.
It looks pretty good
N/A
I would try and take some of the turns out of it like having it go straight down James.
I would have all the routes use the proposed east/west greenway on 16th Avenue which was planned when I-94 was constructed. Selection of best route could then be based on other factors.
extend all the way to downtown, or to another greenway to connect to DT.
I think they are just fine.

Maybe it can be a combination of full greenway and some sections where there is traffic, although that would not be the best option in my opinion.
I would adjust the path by one block in the most northern area. Currently, the design runs down Girard (Grand?), but I would move it to Humboldt at 42nd avenue and continue on Humboldt until 37th (returning to the existing path that runs through the park.
maybe have it go to 33rd ave and emerson n.
NA
Don't live near a street that may become a greenway
i sure hope houses won't go down for this greenway like they did for the Humboldt Greenway.
none at this time. i am still trying to figure it out.
I would make all turns gradual (not 90 degrees)
I wish there were better routes closer to the river. These routes are pretty close to Theo Wirth.
Try to make them as direct and straight as possible. Too many turns will make it more impractical for using as transportation on a bike.
It would be great if it attached on to another greenway.
None
Besides making them longer (and putting it on my street) I wouldn't change anything.
Add a connection to downtown.
Have it go on Girard until 22nd Ave N, to go past the Davis Building on Broadway and the North Star ES. (There could be an arterial loop that goes to North Commons Park.)
Nothing at this point.
needs to run farther south into down town, 5th street, ball park, train stations
Have route A serve North Commins Park directly instead of on a spur. Have route A follow path of route C from Cottage Park to Glen Gale park and route B to 16th & Irving
Options to enter it from the northern points of the A and B route. Bike Boulevard markings around the north/south entrances and higher flow areas to ease traffic and make it aware.
No opinion, not terribly familiar with the area.
I would have it follow Humboldt along the cemetary.
I like Option A going south past Folwell Park, then I would like the path to switch over to the C Option and continue south on James Ave. going west around North Commons
Crossing so close to the high school. I can see potential problems with loitering with it being so close.
It's hard to tell the picture is too small. But a combination of the routes might be the best option.
No huge preference
From a personal bias, I live slightly Southwest of the bottom of the route, so it would be nice if it extended to that area.
nothing
would like to see direct connection to other trails to make a bike highway
nothing about the route, just want the Plymouth bridge (over the mississippi) reopened to at least pedestrian traffic
Hard to judge just from a map. I would be good to ride them and see what the different routes are like.
actually c from 25th North. Below 25th prefer the option a.

Seems like the intersections where they cross could be recombined in numerous ways.
I'd like these funds to be invested to education.
The only issue is it goes through some really rough parts of town, esp. north of 26th and south of dowling. Its not a safe area at all.
I would like it closer to Penn ave
I would put a route option on the other side of the cemetery, the west side.
Not having ridden on them or been able to zoom way in, they seem fine for now.
I think it's good for the green way to pass through North Commons. It's already a huge piece of land that needs a face lift.
I would not recommend to any friends that they bike in these proposed areas, and I no longer do myself.
make sure to include good connections to it from the parkway at 36th , 42nd is already good lowry ect. it's the north to ne connections that suffer i would save time going to 36th to the greenway rather than go around to 42nd or plymouth just to go downtown or ne i take either camden bridge for northeast or the cedar lake trail for downtown to avoid yucky areas as a fair weather biker this encourages me to bike more often.
Don't build the damned thing.
Can't see the map in detail enough to know specifics.. but it seems good.
I like how route A engages the green space of the cemetery. This seems like underutilized green space in the city. It seems that a combination of Option A and C would engage the most spaces. I also like how B starts at Webber Park.
more west and longer down queen ave next to penn
I'd have someone proof read this copy, it's "Webber Park" two r's
Nothing.
North of Folwell park, use the B route
I would recommend having fewer turns in the route, especially if it is a bike boulevard instead of the other options. Unless there is a clear bike/pedestrian path (instead of a redesigned street) it will become more complicated to identify the route if it has too many turns.
It would be nice if it followed Humbolt after followell park
East/West connections to existing trails would greatly improve the proposed greenway.
I wish it would go further south - and connect to bryn mawr meadows or the paths in that area
Nothing, they are all good.
Go next to north commons park
nothing
nothing
Since this concept is NEW even to the CLIC budgeting process, I can only conclude money came from somewhere that has to be used that is randomly getting thrown at N Mpls. I would've added more community input before offering these three options. I would have changed the route to run a "Greenway" down Lyndale the only north/south street that connects the entire city, that would help be designed to empty into RETAIL neighborhood nodes to attract more retail and other amenities and reasons to travel along the river corridor. North Mpls needs more amenities and they need better RETAIL opportunities so combining these opportunities rather than running routes beside a Cemetery would be my preference. Also isn't the idea of adding a Greenway to raise property values so why take the routes past so much park space? Defeats the purpose. Again Lyndale would offer more potential for development.
Final option should start and end with a major connection and not dead end.

Nothing.
I had heard at one point the 33rd Avenue was being considered for part of the greenway. I'm disappointed that it isn't because people drive very fast coming down the hill on our street (Dupont). A greenway would have stopped that. Also, Lowry is just one block away so the loss of car traffic on 33rd makes better sense.
It would also be nice if the route went through low crime areas.
Don't know/unsure of proximity to a proposed route option
Not familiar enough with the area to suggest changes.
Have it go around (not through) folwell (unless it won't disrupt the flow of events there for the softball and soccer fields).
Allow for two lanes of traffic to eliminate traffic jams. especially in winter. last year the snow plows did not clear the bike lanes and made it more difficult for cars on the roads. Those few people who ride bikes, is less during the winter so you have a lane that can be used for traffic but it is full of snow and ice.
go farther south. I live in Harrison.

Live on proposed route option A
I live on Humboldt, near the intersection of 36th. Option A would run right in front of my house.
We are THRILLED that this is a plan, we have wondered if the city simply forgot about us over here, and after the tornado last year, we were really concerned the area had been forgotten! This is a thriving community, and things are changing, slowly, but changing, so if something like this can happen on one of the main routes (Humboldt), that would invite more actual homesteading homeowners to invest, and eventually create a solid sense of pride in our nice community~ *[Name and contact information removed to protect respondent identitiy.]*
We live on the 3500 block of Humboldt ave, north, and love our street and area, but a through way such as this would be such a blessing to our sometimes struggling area, it would give the final and true impression that we are proud of our homes and neighbors homes, and would make the choice of buying in the area all that much a good one! And it also goes right by the park, and can easily connect to the other green-way after crossing 44th!
I would like it to be on Irving. Irving is a nice street with lots of nice houses for people to look at as they ride/walk by. It connects nicely to other transportation routes
Follow the protocol of the Park Board planning for Webber updates. Community involvement is a must!
YES! Please turn Irving Avenue into a greenway. My neighborhood would embrace this option.
I would welcome the change
PLEASE!
I live on Irving. And I would forego parking, even as annoying as that might be for potential visitors to my home.
LOVE the idea!!!
Live on proposed route option B
IT'S NOT GRAND AVENUE, IT'S GIRARD! It's embarrassing that the city itself keeps getting this wrong...
Living on Logan Ave N, I think a greenway through the neighborhood would be extremely helpful in keeping good families attracted to the Northside and reduce the crime, litter, and noise that accompanies car traffic streets.
I would like more information about the possible impact to my street, property, home value if the street becomes a greenway
Let's make this happen.
Live on proposed route option C
I am concerned about the funding for this project. It seems a bit extravagant in light of the "great recession" (it's really a depression) we are in. It seems homeowners need help and not more problems. I worry this project is fraught with problems for the homeowners on the route.
But I will have to move if this goes through because I won't be able to afford the taxes levied to build the greenway and I will be unable to get to park at my home which is in the middle of the block. This will be rough in the winter and a terrible inconvience all year long.
I live on James and would love it if the Greenway went outside my door, but my strongest desire is for the most direct route into downtown.
The greenway would turn a half block north if my house with option C.
But if it is built I would be forced to move without parking in front of my home and seriously I think I would just have to abandon my house since I could sell it. Especially since there would be no parking.
Once again - not interested in being a "greenway" for the City of Minneapolis. See comment under 13 above. You should be taking on Lyndale Avenue - whoever has thought this up needs to go back to planning school. Lyndale has some grand houses, it could easily be widened and "greened" up and remain a two-way street, and it could then "connect" to Webber Parkway to become an "extension" of the Parkway system.

Instead you're talking about taking already nice streets and ruining their functionality by reducing or eliminating parking. The homes on Lyndale are consistently set back far enough from the street to widen it and "green" it up without losing a single lane of traffic.
As mentioned, I would love to have Emerson converted to a greenway - reducing traffic, adding green spaces, and adding a safe way for bikers to get through north would be great.
Live on multiple route options
I live on 27th and Humboldt and although this plan does not directly impact my property, the traffic patterns and parking use changes will directly impact my lifestyle.
we live on 15th and emerson... so any of the routes will enhance our neighborhood...
Live on a proposed route option, but don't know/unsure of which option or did not indicate which option
I'm in NE Minneapolis and live on a bike boulevard. This probably means it will never become a greenway, but I do think it would be awesome if it did.
Not on this plan, but I live on 26th and Penn.
Live near a street that may become a greenway
I lived on James Ave. and may move back someday.
If near is 4 blocks, yes.
emerson, but girard is close enough
I would love to have a greenway near us, for easy access for biking and a great place to walk.
I live within two blocks of each of the proposed routes.
I am not a bicyclist at present although I would love to have the time to incorporate it into my lifestyle. I used to love cycling and was quite fast, but then life got busy and the bicycle has collected dust.
Interesting to consider the path of the tornado and the path of this potential greenway. This could be an option for helping some streets that are really hurting in the aftermath.
Is the objective a "Touring route or a bike route destination focused?
Just south of (the former) Willard School
2915 Newton Ave N
Between 3 and 6 blocks away
1-3 blocks away depending on the route.
4-6 blocks away
For me, living near a greenway street is an incredible plus in terms of enhancing the environment, the recreation benefits, and the value of my property. I love the idea and support the the full linear park option!
we don't want this greenway
Wish it were starting further north though.
It might help to raise property values
We live in the middle of all of these routes!
BEYOND EXCITED!!!!!!!
Would make driving a bit less convenient, but I think it would improve the block where I live.
I drive Fremont/Emerson quite a bit. I think a greenway along the cemetery north of Dowling would work well. Don't want to lose or slow down

Emerson.
I live on 35th & Fremont
It would be great to have the greenway so close and be able to use it. 'A' is first choice, 'C' second.
I am worried about people losing their homes, not having any parking, making it difficult to get to and from their homes.
Living on the east side of these routes and commuting to DT I'll try this but may still use N 2nd, as that is more direct. I haven't tried it by bike yet but am not keen on the idea of taking 7th into DT. I also would direct my 13 yo son to continue to use Wirth Pkwy to/from school due to safety concerns. Those must be addressed for this project to be successful.
Thanks for sending this survey out!
About 4 blocks away
very good idea overall - however, with the north side being a high crime part of mpls. How would police officers patrol this area? how safe would it be? for the full greenway option; how would police cars acess it? or maybe they dont need to? would the dedicated street to bikes and pedestrians reduce crime?
Which is wonderful.
Don't live near a street that may become a greenway
Anything is better than nothing!
I live close to Logan- but I am south of 55- so all of the options are pretty much the same as far as proximity to where I live.
No, I don't live on or super close to a street that might become a greenway, however I do bike through that area on a very regular basis and would be a frequent user of said greenway.
live close to the street that would become the greenway. What a lovel improvement for our neighborhood!. Thanks.
I live on one of the parkways, so this doesn't really apply to my street
I actually live on a greenway - Milwaukee Ave. in the Seward neighborhood! Love it too.
I used to live on the option A line just north of Lowry.
I do live near the existing greenway and it has had a negative impact on moving around the neighborhood.
But I use all the green spaces I can!
But I hope my street will become a greenway at some future point in time.
Closest option is 10 blocks from my house...not particularly close.
I enjoy the Parkway a great deal but I do not want to create others at this time. I feel the money would be better spent on our community if given to children for education.
but my son does on Emerson.
I'd've happy if you made Sheridan Ave the greenway. I'd welcome the traffic calming effect. But I get that we are too close to the parkway. I think it would be a nice amenity.
My sister does. :) yay, a way to visit her without my car!
any option is a good option
I don't live too far, but still a few blocks away. (800 block of Sheridan Ave N)
I can be reached for futher comment at *[email address removed to protect respondent privacy]*
I live near a street that did become a greenway and it's great.

I biked from Uptown to my job at 1250 W Broadway (now the new Davis building) for 4 years (year round). I used mostly surface roads for those trips, though I occasionally took bike paths when I had more time. I have taken both of the alternate existing routes (west through Wirth, east along the river) to various northern suburbs. I'm very excited for this project!
I live on 43rd Ave S. It goes straight south to Minnehaha Park. I would like to see a straight north-south bike route from Minnehaha Park to the Midtown Greenway.
I live along a bike boulevard in south minneapolis! I have ridden along this route many times to get to my partner's former work site, and I can tell you that having a greenway in this area would be fantastic!
I don't live near a street that would become a greenway, but I sure would love to!
Don't know/unsure of proximity to a proposed route option
I live close to 35th ave if that's the street.
As a tax payer I resent these changes being made to accomodate for a few bike riders.
I live on the other side of webber part and ride my bike home from work (downtown Minneapolis) a lot but along Marshall. I would love a new bike alternative!
My house is just off Central and Lowry Avenues in Northeast, and I know that we have several bike boulevards designated by my house, which are helpful for getting around. I think encouraging and facilitating traffic other than cars and buses is never a bad idea.

Please share any additional comments you have about the North Minneapolis greenway project.

Please share any additional comments you have about the North Minneapolis greenway project.
Live on proposed route option A
S
Wonderful idea and much needed in North!!
Please please please make it a complete greenway with no cars.
North Minneapolis is in dyer need of improvement. The greenway project would help to make our neighborhood safer and more livable. There are many home owners that take a lot of pride in their homes and community. The greenway project would help to cut down on the undesirable elements that don't live in our neighborhood and use our streets as their own private yards!
Our Neighborhood is interested and I think ready - we are on 17th and Irving
I'm thrilled to see this project moving forward!
When can you get started on building it?
Go for it!
I hope this will become reality. It could be a model for other areas in the city.
I'm really excited to see the city continuing to spend money on improving amenities in North Minneapolis
It's about time that north minneapolis gets connected to other important city landmarks and destinations. This needs to happen soon.
We are THRILLED that this is a plan, we have wondered if the city simply forgot about us over here, and after the tornado last year, we were really concerned the area had been forgotten! This is a thriving community, and things are changing, slowly, but changing, so if something like this can happen on one of the main routes (Humboldt), that would invite more actual homesteading homeowners to invest, and eventually create a solid sense of pride in our nice community~[Contact information removed to protect respondent privacy]
Thank you for this WONDERFUL proposal, and I hope our street is selected to enhance a sometimes struggling area, as we all know, pride comes in ownership, and this would be an excellent street for it! I have seen this done on Lyndale ave, south of 31st street, and it has improved the traffic, speeds, and overall appeal of the area! I would love that here on Humboldt!
I really hope that people consider more than just bike traffic for the greenway, the community gardens and pedestrian traffic would greatly enhance the neighborhoods. I know on many streets there are abandoned lots that could be come great gardens or the value of the land increasing enough to promote building.
Nice that there going to do this. With the bridge done and working on Lowry will be nice addition to North.
I am excited that a project like this is being proposed in North Minneapolis. I think it will help give value to our community, encourage more cyclists, make it easier and more likely for me, personally, to ride my bike, and just add to the overall feel of community and health in an otherwise sometimes forgotten area of Minneapolis.
please make the enclosed full green way a reality. we need bike infrastructure in north Minneapolis to truly connect it with the rest of the city. the north side has been the victim of too Manny timid, sinister, or half baked urban planing projects. make this happen
We sure need it - no matter where it goes - expecially after we were hit by the tornado!
projects come aqnd go as a tax and property owner I would like to see something to improve our area
Live on proposed route option B
How do I become more involved in making my wants/interests more know to those who are making decisions? I can be contacted by email -*[email removed to protect respondent privacy]*

I think this a fantastic way to make North Minneapolis a pleasent place to live!!!!!
Think this will be a great addition to the Nothside.
Please read all previous concerns and complaints.
I am excited about the project. One note is that Option B says it travels down Grand Ave. That is not correct. It is Girard Ave!
I think this is a great project for North. It brings in great greenspaces and opportunities for recreation, leisure and exercise.
I think the overall locations are a wonderful idea -- they will create a sense of community & allow this part of North Minneapolis more access to green spaces.
this is a stupid idea we don't need it
This is a wonderful idea and I hope it is well supported and successful
This is a great project and I'd really like to see more public communication and chances for us to interact with the planning committee. Are your meetings public or closed? I think that the north end of the route (north of Folwell park) should split so that it connects to the Humboldt greenway on a west branch and also to Webber Park on and east branch. A good place for the split would be at the diagonal diverter that already exists at the corner of Humboldt and 42nd. This would make a first-class greenway system! Looking forward to hearing more! Keep up the good work!
Thank you for your hard work and for collecting community input. Please continue to go forward on the project! I can't imagine a nicer change and encouragement for our North Minneapolis community as a whole.
I am very excited about this project and would gladly support a full or "half" greenway on my street!
I'm a believer of the greenways
Live on proposed route option C
Would love to see some positive love and improvements for the neighborhood
Honestly - this could be a great project, but you should focus on streets that need the attention, not functional streets that no one sees. Greenways and Parkways should enhance property values and the quality of life - what you're talking about doing is making low-pedestrian use streets into high-pedestrian use streets so more loitering and trash will end up on our blocks. Why not take high-use pedestrian streets and make them nicer to encourage better behavior on those streets? Honestly - I thought of this project 4 years ago, for Victory Memorial to Webber Parkway to Lyndale Parkway, with a "greenway" across 26th Ave, Dowling, and 49th - it's not rocket science. Take it up Penn Ave while you're at it too and clean up that mess. Honestly - quit trying to ruin things that are working and make the dysfunctional function. If you have further questions - share this email with *[name removed to protect privacy]* and she will tell you who I am.
Why is this needed? Put the money to better use we have enough bike paths that bikers do not use.
I am going to pedal the options prior to the community meeting to check out sight lines and elevation changes.
I can not stess enough how very unhappy (nay, angry) I will be if the greenway project is built on any of the routes. I understand why people leave the city. We have been in our home since 1977 and have worked to ready it for our retirement in a year or two. We have been good residents and are community spirited. A greenway would dash those plans and force us to move out.
North Minneapolis is definitely lacking in it's designated bike lanes and bike boulevards, this project excites me and is very much appreciated!
If its not funded by taxes, I think this would be fabulous for this community.
Emerson has a number of driveways that need street side access. Any bike pathway down these streets is really tricky for the shared lane option, especially down the 43rd block of Emerson which is already on a hill. I wouldn't be able to see the traffic coming from up and around the hill. I addition, the full and half options would significantly reduce/remove parking options for those without alley ways.
Thanks for soliciting our input. This is very exciting.

It's a great idea, but be careful to consider the ramifications of where it is located.
Safety on the greenway is a big concern along with parking
We need this greenway like a hole in the head. The North side can use help in so many other ways. Please concentrate your efforts on the residents and not a few bikers. Consider the increase in the crime rate that with occur becasue ppolice vehicles won't be able to cruise by. Consider the inconvenience that all residents on these street will have to endure. Please be wiser in how the city sppends its resources. Really, a greenway, you have GOT to be kidding!
Live on multiple route options
Why has the City chosen to go ahead with planning and make alternatives choices for local residents before getting input about if they want any sort of Greenway at all? It seems as though the special interest biking coalition is driving changes that impact the livability of residents.
Let's make it happen! I think this is a great idea.
Please Please give an A+ effort. Please. Because North Minneapolis is full of your neighbors, your friends, your children... who deserve the peace and beauty that the rest of the city takes for granted. Follow through, take care like it was in your backyard, like the art was what your children saw, that the lighting is what kept your home safe. Start well, finish with excellance... not just another project that shrugs its shoulders as if to say "well you can't expect much it is North you know."
Live on a proposed route option, but don't know/unsure of which option or did not indicate which option
I appreciate the city's commitment to non-motorized infrastructure and am very happy to see things being added north of downtown. For what its worth, there have been a number of classes, festivals, and shops that I have not gone to in North Minneapolis because I couldn't find a route I was comfortable taking with my 2 year old daughter on my bike.
I love it, please do, I will help.
Live near a street that may become a greenway
I fully support this and hope it gets underway soon!
Good plan. :)
Thank you for investing in North Minneapolis.
I am glad to see more biking/green space initiatives moving forward!
please have a 2nd public hearing as i am out of town on Oct. 16th.
Great idea!
I think this is an absolute waste of money. I would rather money be put towards more police in the effort to drop crime. The police don't seem to care about these stabbings and shootings and neither do the residents. I am scared to live in my own home and can't sell it. Help the residents of North Minneapolis who actually do care and want to live.
This would be great for the North Side! I just heard that NoMi is getting its first workout gym (I think Anytime fitness) at the corner of Broadway & Penn. NoMi also has some of the worst statistics for health and obesity. So a greenway is a smart way to to entice people to get out more and be active. NoMi already has one of the best parks in the city...Theodore Wirth Park...the greenway would be a nice addition to the area and hopefully will get more people on bikes. Thank you for thinking of the North Side and investing time, money and effort into it. I appreciate it! Next big idea is to bring the LRT to NoMI!
This is wonderful!!!
Let's make this happen!! Would really be great for NOMI. :)
Thanks!

I like the idea of the project but would like to see the city use what we already have and enhance it, not overlook it and completely redo everything. I would much rather see the city leave the cost down and make our parks better.
Has there been any discussion around the safety of a green space like this, including lighting, bike patrols, etc? I love the concept, but I don't want it to reduce the number of "eyes on the street"
Thanks for having this survey online! I am unable to make the meeting about it. It sounds like a great idea and I think more roads in the Cities should have greenways/parkways. Hopefully it can also continue to bring together the residents and create a better community atmosphere. A shared space, so accessible, so family friendly -- image the block parties!
Can't wait to bring my family for a ride, and my dog for a walk.
Thanks for asking! This could be a great addition to North Mpls. :)
This is a great idea. I've been waiting a long time for a greenway in North Minneapolis.
As a competitive bicycle racer, and occasional commuter, I ride anywhere from 150-300 miles a week. I absolutely love the idea of having a Greenway from N. that makes it easier to connect to the already extensive bikeway system supplied by other parts of Mpls and surrounding suburbs.
I'm unable to make it to the October 16th meeting however am in HUGE support of this project. I'd love to give any input I can, as someone who uses Victory Memorial Green way often, as well as multiple other trails/paths around Minneapolis. I'm at-- and can be reached at --*[contact info and name removed to protect respondent privacy]*
I really hope this happens and this is not just one more great plan that never comes to fruition.
A bike greenway could run next to traffic on its own path. The traffic could be one way.
Minneapolis has the potential to do something great within this part of the city. It will have a drastic impact on the quality of life for this community and will truly help the health and well being of this community.
One last time: go with the full linear greenway! This is a fantastic opportunity to radically benefit the health prospects of this community and individuals within this community; it must be maximized!
Would love to be involved in further discussions.*[Contact information removed to protect respondent privacy]*
we don't want this GREENWAY in North Mpls
This looks amazing can't wait to use it!
I am excited at the prospect of more bike routes in North Minneapolis! I recently moved to North Minneapolis from Lowry Hill East neighborhood, and really miss the trails that were all around the lakes, the Greenway, etc. North Minneapolis would really benefit from more pedestrian and bike trails and paths!
I love this city!
I am very pleased that the city is undertaking this project. I see it as a positive commitment the city is making to enhance the Northside and to promote a bike friendly atmosphere all throughout the city. I heartily endorse the project and hope that it will come to fruition soon.
Put it through knox :)
I support new ideas that increase the live ability and quality of life for residents into community.
Please, please make a greenway! For our health and our safety and for being more green!
Let's lower property taxes if the city has so much extra money.
DO IT! tHANKS!
This should be a high priority for the City. Done right this project could have a profound effect on the area. Thank you to the City and the people pushing this!

excited to see this come to fruition!
I love the full linear park. I love the idea of bringing safe places to "recreate" to the doorsteps of North Minneapolis residents. I want to emphasize that there are not many homes in Minneapolis that have their front yard facing a park or path. There are not many homes in Minneapolis without auto traffic/parking along their front yard. These are very attractive options that could now be offered if we convert a low-volume route into a greenway. I hope one day people will have the option to live in a place with their front yard facing a park or path. Long live the North Minneapolis Greenway!
I would creat greenway like that on 37th avenue north. Fewer homes are effected. Paths are created for dog walking, and solved problems of flooding.
This would help North Minneapolis to become a family friendly neighborhood.
Please make this happen!!!
very exciting!
North Minneapolis currently lacks amenities like this. This is a worthwhile project which I hope will actually get support and go beyond the planning stage to become a reality.
what is the cost per ridden mile vs roadway? What are the longer term objectives? Do something that can be reversed? Full bike ways get ~ "0" use in the winter
Glad you are working on this. Thanks!
I do hope this project moves beyond the planning stage. So many good ideas for north Minneapolis never get implemented. After living here for 40 years, one gets jaded with all the wasted time participating in planning processes that never get implemented.
The more separation from cars you can get from bikes the better. Denmark & Germany are perfect examples of how to build bike lanes within existing streets, like the Bike Boulevards you're proposing. Physical barriers between car and bike lane send clear signals to both car driver and bike rider where each mode of transportation belongs, increasing safety.
This is a high crime area. I have avoided this area when biking due to attacks that I've read about. It's very important that this route has police patrols and video surveillance along the route to deter crime.
Thank you! Thanks to those putting up the money.
This is a GREAT idea and I hope it works out, THANKS! I ride my bike everywhere in the city and this project should get more people out on bikes and more comfortable riding in the city. Also the Emerson/Freemont bike lanes, nice!
I think a greenway would be a great addition to our neighborhood!
a river road path from weber park to downtown would be nice too, but i understand all the land in between is owned for industrial uses.
I love this new green way proposal because I have a young family and I love to ride my bike and walk on the victory memorial parkway but the new green way would be closer and be a great commute to work.
Thanks for continuing work on Minneapolis Greenways! In addition to using them frequently for my own transportation, I always show them to visitors from other places. I have yet to see a negative response from all the people that i've shown. They usually say, "Oh, cool! ... I wish my city had a greenway...." Good luck!
This is a GREAT idea and I hope it works out, THANKS! I ride my bike everywhere in the city and this project should get more people out on bikes and more comfortable riding in the city. Also the Emerson/Freemont bike lanes, nice!
Don't live near a street that may become a greenway
Like to see increase in all areas.
This is a very exciting development, thank you!

Great idea! I would enjoy improved cycling options in North Minneapolis. I ride Victory Memorial, Emerson and Fremont occasionally, and would enjoy a dedicated greenway. This would be a great asset to North Minneapolis... which would hopefully get residents, and visitors, out being active in the community.
the bike blvd may not be worth the effort; the linear path sends the strongest message. i don't live anywhere near this, but I totally support it - and would be willing to help support it financially (thru taxes & fundraisers like we do for the midtown greenway)
Love what you're working on, but I wish there was a better route (than the current one) along the north minneapolis side of the mississippi river.
Sounds like a great project - hopefully it will result in the full linear parkway of half-and-half option. Even if a bike boulevard was created it would be an improvement over current conditions.
Make this happen! There will be opposition, no doubt about it, but after if it is implemented fully as a greenway, it will be seen as a huge success and an amenity that neighborhoods all around the city will be begging for!
This is a very exciting project and I'm eager to bike on the new greenway.
great ideas!
I have lived in North Minneapolis. I sometimes bike there. The Victory Memorial greenway was a great addition. I would love to see more parks and trails in that part of the city. All trails are enhanced by connections to other trails.
I haven't biked much in North Mpls since my job transfer, but if the full pedestrian route was chosen I'd definitely be encouraged to spend more time up there!
Please continue reaching out (email) to commuters and residents regarding updates to the plans, and in gathering feedback about developments.
thank you for doing this for our community. I will not be able to go to the meeting because I am at work at that time but my name is*[name and contact information deleted to protect respondent privacy]*
Make sure people really want this, including neighbours directly impacted. I have lived near ones in South Minneapolis, bike path is rarely used and a HUGE pain for neighbours daily.
lets do it!!
I hope a greenway is built. It should help many more casual bikers ride to work downtown and it can also help beautify a portion of North Minneapolis.
Adding safety to alternative transportation options is forward thinking and make me even more proud to live in MPLS. Just another reason why the winter is not all bad. The few days that are difficult for biking are nothing to the many days of great biking made even better with these options
You need to do this. I will promote more with bikes in North and help utilize the Theo Wirth and Grand Rounds trails which people from all over the state use.
I like the idea and hope the project comes to pass. I often bike from my home at 10th Ave. North and Emerson to Victory Park. Now I go west on Plymouth Avenue, which is a fairly busy street. This option would be a nice way for me to get to the park. thanks!
Great project!!! I hope that it comes to fruition!
love the idea. concerned about keeping it safe.
great! Please make sure that it connects with trails and or greenways in South Minneapolis.
Keep up the strong imagination!
Sounds like a great idea! Thanks!
I think it's fantastic that you are working to make this happen. No matter which option and which route is chosen, this is a great thing for the city. Thank you!
Good luck and thank you

I moved from Omaha 4 years ago and find the bike paths one of the greatest advantages of the move and now commute 11 miles one way to work using the Cedar Lake Trail. Keep on Building!!
I'm glad the city and northside communities are considering a greenway. I look forward to a robust planning process.
would love if the Greenway connected to the river road, or even all the way to the cedar lake trail.
Safety is a concern. Please put this through areas that have some foot and car traffic.
more !!! I'm in Harrison.. so a connector to this up to plymouth would be helpful...
I think it is a great idea and really hope it can happen.
GET TO WORK ON IT!!
Again, I think the funds would be better suited for eduction, then affordable housing.
This is a great concept and could be a huge boost to North Minneapolis. The number of developments in the works along the Midtown Greenway demonstrate that bicycle infrastructure is a major positive for a neighborhood. These projects need to expand out of South Minneapolis and into North and Northeast.
It would be really nice to finally see someting like this in North Minneapolis. It seems the city focuses too much on South Minneapolis, people in North want their neighborhood improved as well.
As I already alluded to, the fact that this is North Minneapolis needs to be a major part of considering which options would work best.
I am glad that bike infrastructure in north is being improved. PLEASE do the full greenway option.
I live in south Minneapolis near trails that increase the livibility of the neighborhoods. I think it is a great idea to bring this to north Minneapolis.
This is a great idea, I'm very excited to see it move forward.
Please consider a combination of the greenway types if it's unfeasible to do the full greenway for the entire length.
This is such a fabulous project. I was very excited when the Emerson and Fremont lanes were designated. I ride these almost daily. Honestly though, I don't ride Emerson on my way home from work because there's one spot (Emerson & 26th) where people are always hanging out outside and for some reason it doesn't feel safe. I would love another option that was direct but felt safe. Thank you for this!
Please choose the Full Greenway with Route C
About time North Mpls gets some improvements like this
I think it is absolutely amazing that there is even a conversation about the north side getting something beautiful.
I would love to see this kind of project in my own neighborhood (Hiawatha)!
I think this is a great idea.
I like to bike, but you guys are nuts. You can't have people riding nice (now on average $600?) bikes through impoverished neighborhoods and not expect problems. Sorry, bad idea.
we really need this thank you i hate biking 2nd by washington to get to where the parkway starts at 22nd ave n , and 26th is still scumy this seems like a good solution
Great idea! Hope that it becomes a reality.
Save the money and put it to use somewhere else, like more cops.
I was really excited to hear about it - I hope it's completed while we still live here.
I think it's a great idea. I wish it would be closer to my house so I would utilize it more, but having it in north Minneapolis anywhere is great.
Thank you for asking! P.S. Webber Park is spelled with a double b

I like to go places quickly, rather than go out of my way. I have noticed that I will take the Midtown Greenway, even if it's further, because it's so nice to bike on. For that reason, if the route can't be the direct one, I think the one that has the most useful places on it (that goes through the parks) is my second choice, 'cause I think kids will use it a lot.
I used to live in the Northside, and part of the reason I moved away was that I felt it was not very developed--as someone without a car, it was difficult to live there because I had to travel so far to get to anything else. I hope that this greenway can encourage more development on the Northside so that people don't have to feel as though they have to leave their home area to access basic needs. Additionally, I hope that it can expedite getting from point A to point B for those with limited transit options and that it can encourage more biking and exercise for people in the Northside. Finally, I hope that people who do not live on the Northside will be less afraid to go to the northside and more willing to check out what it has to offer.
more greenways please
Commit to greenway in full. As a Northside resident, I tire of compromise in the bicycle facilities that have been installed in the last ten years. These compromises have left the bicycle facilities in the neighborhood incomplete because of starts and stops of the treatments in favor of one individual's on-street parking wants deemed more important than providing safe bicycle facilities. Finally, residents of North Minneapolis have been through many "big idea" plans with little or no follow through in implementation. Don't waste the community's time if you are not serious to deliver the project. Else you are simply adding to the tome of pretty pictures and empty promises, while we see millions expended in other parts of Minneapolis for bicycles and amenities.
Great idea! I'm excited about this!!
I'm so excited!
This is a trendy idea and will improve the liveability of Minneapolis.
I'm for it!
Thank you for your efforts to make this happen in our city!
I am so pleased with the increased attention to North. However, living there now, I don't think that the boulevard would be safe for anyone, as this area is still getting used to cyclists on the road.
I'm really happy to see movement towards making the North side more bike friendly! The improvements already undertaken are a great improvement to accessibility, livability and beautification -- it's great to see this happening! Thanks for the work so far!
Love this project! I bike from the Shingle Creek neighborhood to the UM and would love to have a closer greener route rather than riding on N. 2nd with the truck traffic.
Greenway projects have improved the quality of living in many cities around the world. If they can turn around the slums of gang run Columbia, than we should invest in this same concept in North Minneapolis.
Go Minneapolis.
Love it! This will be a huge community asset.
Make it happen!
North Minneapolis has largely watched from the sidelines as the rest of the city's bicycle system grew. Hopefully this project will make up some of the deficit.
I love all the effort Minneapolis is putting into making this a bike friendly city. Keep it up! These N/S routes are really needed. I live & bike mostly in S. Minneapolis and there are other problem areas that I'd like to see addressed like crossing the railroad tracks that parallel University Ave. Not many places to cross. The places you can cross are busy and/or dangerous.
I love the fact that you are trying to extend bike trails. It makes it possible for the population to take advantage of other forms of transportation that are more green.

I think this is a great idea. I am very pleased with the efforts Minneapolis has made to make it a very bike friendly city and hope these improvements continue into the future.
Please keep up the good work of promoting bicycle use in any way possible!
Love it
I love the idea.
thanks for the opportunity to give input. I think creating greenways is really important to promoting alternative and healthy forms of transportation. As well as doing something to promote community and community engagement.
Any of these would make a nice bike commute option for me.
I live in Harrison neighborhood and bike often and wish there was a good biking lane/path along Olson Memorial Hwy - I bike on it and it's very dangerous
I really hope this happens! I am a biker and would love to have something like this in our neighborhood. I love the big Minneapolis Greenway, and something similar in North would be amazing.
I am an avid cyclist - and still have a comment: don't waste taxpayer funds on this project! City streets, excluding the major streets, are safe for both riders & autos. People will not use to extent designed.
this would be a wonderful city beautification project!
I would fully support and likely move to a street that has become a full linear carless park.
Be proud of what you're working on here. It's beautiful.
i think building a bike route in north minneapolis is an amazing idea. BUT i think it should work to promote biking in north where most people just use cars. also more nice ride bikes in that area of the city would be nice. and please think of how you will implement safety since north is perceived as a dangerous section of our community was darkness sets in
Thank you for gathering feedback, and bringing bike infrastructure to more of the city!
Sounds like a great idea
Anything that can be done to beautify north mpls sounds good to me.
Since this concept is NEW even to the CLIC budgeting process, I can only conclude money came from somewhere that has to be used that is randomly getting thrown at N Mpls. I would've added more community input in a room where people could hear what others comment on so more understanding around this project could be offered before offering these three options. Having folks comment into little boxes keeps education about the project limited. Asking folks that live in the failed "Humboldt Greenway" Project already and learning from them would've been really interesting to hear. Knowing some of them on the greenway personally, it's shaped my comments. First define: Greenway? A space that is a tool to increase property values at it's core no matter what it looks like. But I can tell you without RETAIL to help attract the kind of buyers who are looking to buy on a "Greenway", the Greenway concept will fail. It already has. Thats why the City/County had to buy back over 100 vacant properties already in the "other new greenway" project in NMpls just two short years ago and why those properties sit vacant still today. I would have changed a "Greenway" down Lyndale the only north/south street that connects the entire city, that would help be designed to empty into RETAIL neighborhood nodes to attract more retail and other amenities and increase reasons to travel along the river corridor. North Mpls needs more amenities and they need better RETAIL opportunities so combining these opportunities rather than running routes beside a Cemetery or Parks would be my preference. Also isn't the idea of adding a Greenway to raise property values so why take the routes past so much park space? Defeats the purpose. Again Lyndale would offer more potential for development. I chose option A because it at least connected the two current Greenways directly.
Great idea to promote bike transit in the 'hood. Thank you!

Don't know/unsure of proximity to a proposed route option
Get 'er done.
I love it especially if there is long term plans to connect it to downtown or other bike routes. I also love the idea of improving north side (will it eventually connect to the beautification plans/projects). Is there a dog park plan? How about Nice Ride bikes all the way near Webber Park? Would love that too!
As a tax payer I resent these changes being made because it will cause horrific traffic jams. From the changes made last year have already made communting to and from work un-pleasant because where there was once two lanes of traffic there is now one lane.and I rarely see bike riders so you have a lane that is not being used. Traffic is backed up. I think as changes are being made you need to consider the traffic flow of cars. The north side is not a retirement community. People have to work and they have to drive to and from work. I don't think this is a wise decision unless you are delibrately trying to cripple the northside and limit the ability of drving a car period. Why don't you focus on beautifying the parks already in place. You can make the northside beautify without taking away traffic lanes. Your changes are not justified for a few bike riders. You are telling the rest of the citizens that they do no matter. The change on Plymonth ave accross the bridge is now one lane. This will cause a major traffic jam during driving to and from work especailly during the winter month. Of course if you do not live or have to drive through the area a person could care less. I resnt that my tax dollars are be spent on this project that I do not agree with, what can I do about it?
The city already has the parkways.
I live in north and am a bike commuter considering moving to a more bike-friendly neighborhood! please bring a greenway to North! Thanks!
This is an amazing project and opportunity for our city!

Appendix D: All Comments from Online Survey Respondents

Comments received at open house stations:

General Comments

- Overall support of concept for the greenway
- Overall support of greenway in front of *their* house
- Overall preference for linear park best, half and half with parking second
- Don't do half and half with no parking (all traffic, but no parking)
- Half and half option is more expensive. Destroy the road and build it back?
- Do not mix bikes and cars, provide separate paths
- Want to keep some on-street parking
- Would like to see more of the existing greenway and continuation of it on the west and east sides of 37th street (2 comments)
- More traffic calming on cross streets and alleys needed
- 33rd Ave is a great cross route, more traffic calming is needed on Lyndale crossing
- Children play at Jordan park during recess, watch out for bikes if the route will happen on James and Irving avenues between 30th and 29th
- Another bike connection along 29th Ave N? (Logan Ave N – Theodore Wirth Parkway)
- Humboldt and Girard (37th) has huge amount of traffic in alleys
- Need for the removable barriers in alleys
- Near 37th Ave Greenway, Traffic has increased on north - south routes and more traffic in alleys
- James and Humboldt are equal
- Use the parkways a lot
- Greenway bridge is needed on Lowry over the 94
- Full greenway idea is good just need to consider parking at the ends of the block. Can the City provide grants to enhance garages, alleyways, etc.?
- Close off as many streets as you can to slow down the drivers on the cross streets

- Study what are vacancies due to the tornado?
- Consider permits to allow people to use trail for moving purposes (into/out of the house)
- Continue existing bike lanes on Fremont Ave N and Emerson Ave N between 37th Ave and 33rd Ave
- Bike lane on Fremont Ave between Broadway Ave N and 16th Ave N is better than on Emerson
- Flower shop owner on Dupont Ave N and 35th Ave N is considering selling the property
- Would be good to connect to Eco village between 31st and 30th Ave N east of 6th street
- Add to the plan potential Greenway on 27th Ave N to connect to Theodore Wirth (from Mississippi River)
- Consider second Greenway alternative on Aldrich Ave due to the river trails not being implemented yet or in next decades
- 26th Ave N is not safe, street surface is too rough to bike on
- Greenway would make the North side more livable and crime would go down
- 2938, 2934 and 2430 Logan considered problem properties some of it is section eight housing?
- Fire station access on Lyndale Ave north of Plymouth Ave N needs improvement
- Lyndale Ave N from Plymouth going south - wide sidewalk could be improved for biking
- Extend the Emerson Ave N bikeway going south to connect to the Twins stadium (2 comments) and trail near stadium
- Need better linkage to downtown for biking with kids
- "This route needs to continue into downtown" (3 comments)
- 7th Street is way too busy with cars to feel safe biking in and it is often the fastest route
- Bike lanes on 7th street are too busy for many bicyclists
- 7th Street not too busy during the morning rush hour
- Check for missing segment between southern terminus and (Sumner) library
- Add trees to create full shade canopy
- Strong support for full street to park conversion
- Connections to parks are more important than schools
- Preference for the Fremont Bike lanes with buffer plus reduction to (too?)
- Emerson roundabout, one-way diverting traffic
- 26th street reconstruct with half and half greenway
- Go down Irving Ave N and go west to make use of the pond off 42nd Ave N

- Lowry Avenue is blind when you come up the alley
- There are new plans for Webber Park that should be referenced
- Better east - west connections desired
- Would this be paid for with assessments? (several questions)
- When would it be built?
- What about personal safety?
- Traffic diversion to other streets, to alleys, traffic control/calming – issues today with avoiding signals, stop sign, etc.
- Concern about the bike boulevard type– North Minneapolis drivers ignore bicyclists
- How would my garage retaining wall be addressed?
- Connection to downtown needs to be addressed
- Overflow of parking along adjacent streets to the linear park route
- Opponents may be concerned about lack of time scale: "Is this happening next year?!"
- What happens to streets adjacent to parks?
- Parking in winter could be challenging

Route A

- Preferred route and it should connect north to Shingle Creek trail north.
- Route A north of Victory Memorial Drive is high volume with fire trucks and other trucks
- Connect to Humboldt Ave via 44th Ave N to Webber Park
- Could continue north on Irving Ave to Folwell Park instead of jogging to Humboldt Ave
- Humboldt route between 44th Ave and 40th is a good route since the road is one way already (3 comments)
- How far does the R/W go into cemetery?
- Humboldt route between 44th and 33rd Ave is a nice straight route going south
- Preference of Humboldt route between 44th Ave N and 41st Ave N
- Preference of *not* using Humboldt Ave.
- Humboldt between 39th Ave N and Dowling Ave N is too narrow and concerns about winter parking
- Existing fence all the way along the east side of the cemetery and very narrow road

- Businesses are located on the intersection of Humboldt and Dowling Ave
- It is easier to cross Dowling at Humboldt versus Girard
- Provide connection to the pond in the cemetery, if possible
- Preference for Humboldt (44th - 37th Ave) by Irving resident located between 43rd and 44th Ave (" the closer to my house, the better")
- Issue with Humboldt access between 39th Ave N and Dowling Ave N
- Humboldt (Lowry Ave N - 26th Ave) has the least amount of traffic of three route alternatives
- Prefer Irving Ave N (16th Ave N - Plymouth Ave N) to Fremont and Emerson alternatives
- Make a connection to Cleveland Park. This is ____ _____)(could not read)
- Make a stronger connection to the Twins stadium on the south end of the route
- Like the straight shot down Humboldt
- Recommend an alternative to Route A (cut into Folwell Park south of 37th Ave N and then go south on Irving to 33rd Ave N) to allow cyclist a clear (straight) shot at bottom of hill. Avoid stops or turns at bottoms of big hills.

Route B

- Good place to start on north, connects to all trails
- Start at Webber Park – easy to get to Shingle Creek trail
- Preference that it goes through the Folwell Park
- Preference to stay on the perimeter of Folwell Park and not have a route through it due to safety after dark
- Prefer not to go through Folwell Park (2 comments)
- The route should be proposed on the existing greenway on the 37th Ave to save cost by using existing trail
- Logan Ave pond is a pretty spot and good to connect to, use of existing trails would save costs
- Logan Ave segment feels out of the way, away from major destinations
- Preference for Route B (44th - 37th Ave) ("put it right in front of my house") by the Girard resident
- Preference of Route B as a full greenway
- Preference for Route B (37th Ave N - 26th Ave N) by Logan resident (and Newton resident)
- Provides better spacing from Fremont and Emerson

- Suggest Route B (37th Ave N – 26th Ave N) as starter segment by Logan resident
- Alternative route through Knox Ave N between Lowry Ave N and 26th Ave N (shorter alternative)
- Busy corner with Gas station on Lowry Ave N and Logan Ave N
- Do not block the 26th Ave N and Logan Ave N intersection
- Create a spur to connect to Boys and Girls club
- Prefer Route B (Logan- Ilion) by resident on route
- Route B is flat relative to Route C (26th Ave N – Broadway Ave) (2 comments)
- Avoid Emerson part of the route between 16th Ave N and 14th Ave N, Fremont would be preferred choice
- Consider cutting through block between James Ave N and Broadway Ave N and crossing Broadway Ave N at stop light on Knox Ave N.

Route C

- Route C is too steep (Webber Parkway – 43rd Ave N)
- Start at Webber park would be an easy way to get to Shingle Creek trail
- Part of the route between 25th Ave N and Broadway Ave N is very hilly and with no traffic control delays biking downhill
- Resident living between 35th Ave N and 34th Ave N prefers the half and half option through that area
- James is more flat between 36th Ave N and Lowry Ave N - "a big +"
- James Ave is best for crossing Lowry (2 comments)
- James Ave at Lowry has better sight lines than Humboldt Ave N
- Steep hill next to Glen Gale park between Irving Ave N and James Ave N
- Event parking for North Community High School fills up adjacent blocks

Graphics

- Hard to tell the difference between greenway types 2 and 3
- Linear park – hard to see the potential for parking at side street cut off
- Bike trail along Mississippi River (41st Ave N – 22nd Ave N) does not exist
- Show library in Webber Park

Comments written on surveys

(Note, surveys did not provide a space for comments; however, some respondents wrote comments in the margins. Those comments are included here.)

Comments - North Minneapolis residents (do NOT live on proposed greenway route)
[Bike boulevard] dangerous for bikers (per example of Emerson and Freemont). If you're going to put in a bike boulevard between Plymouth and Lowry, you might as well just use the existing bike lanes at Emerson and Fremont. Don't waste resources on that. With that said, it's not very safe on Emerson/Fremont, so I'd love to see a linear park or half and half.
27th Ave east-west greenway.
Bike boulevards are no better than existing streets. Please install linear parkways. Add a connector for a safe running route [between the greenway and Theodore Wirth Pkwy on 29th Ave]
Circled Route B and wrote 'my preferred route'
Extend [route A] to Shingle Creek. Extend [the south] end to 5th St by the Fire Dept.
I live on N 6th St and 29th Ave
I need parking. I am disabled. I do not see any great need nor do I see very many bike on the streets anyway.
I really hope A is the route chosen.
I strongly like the one way and parking half and half, but thing 2 way with no parking is unfair to residents. Survey is invalid. Linear park is not fair to people living there.
I wouldn't go to Folwell Park after dark and I would not ride a bicycle through Folwell Park after dark!
Live near Route C, middle segment
Lives near the center segments of Routes B and C
More east/west greenways w/n/s connector routes. Linear park is the safest.
Please stop the funding of this madness. This is North Minneapolis. Please spend the money more responsibly, Too much has been spent on this already. Do more about drug crime.
Prefer B, second choice C
The only way I can see a linear park happen is over a long time (decades) incrementally from a bike boulevard. Note that I support the concept.
This is a great idea and I look forward to seeing it implemented. My main concern is safety and changing traffic patterns as cars are redirected. Even now more stop signs could be used - in alleys too. And enforcement of current traffic laws would be nice too.

Would love to see Logan Pond connected better to the system - it would feel less like just a retention ditch. What about rebuilding 26th Ave from river to Theo? It is terrible for biking. If there are prospects for money to build a greenway, there must be something out there for 26th. Please! Live on corner near pond Half and half - safety concerns? Or revised with eliminating parking?
Comments - people who live on a proposed greenway route
Route A North
I think B may be more practical due to Humboldt being county road, snow emergency route, fire station route, etc. But I'd love to have a bike route past my house. B make also coordinate with the Webber Park redesign already planned. [Route A near Shingle Creek] how will this affect fire station access? [Route A near Victory Memorial] Our garage only access is on Humboldt. Would love parkway, but need to maintain road access. Or get a new garage in the deal. :) I STRONGLY FAVOR FULL LINEAR PARKWAY.
Like the 1/2 and 1/2 with one-way parking (is optimal)
Traffic concerns in alley between 3700 block of Humboldt and Girard. Parking (resident and guest) is a concern.
Waste of $=linear park. Keep our parking!
Route A Middle
As a 33rd and Humboldt resident, I fully believe that the linear park option would suit our neighborhood best - it will cut down on noise and raise property values
Don't do this to our neighborhood. Put the bikes in your street - not mine!
Emergency access is priority #1! Do NOT take away parking! One-way with parking.
I live on 33rd and Humboldt. The intersection is WAY too busy. Humboldt needs the greenway or more stop signs so people do not tear down the street at 50 mph. 33rd should be shut down all together.
Route A South
I like to walk most days and [illegible] use Fremont Emerson and am not crazy about traffic
Route B North
1) safety at intersections. 2) Snow plowing in winter.
Route B Middle
Can we get fruit trees? Some nice juneberry trees! Girard would be great for improvements. Please put bike path in front of my house so I don't have to shovel 3911 Girard. :) How much is this gonna cost to property owners? Assessments? Thank you!
Half and half with parking would be best. The best idea would not to do any of them.
We don't need a greenway. We need more police for crime.

Route B South
#4 - half and half rating is for one-way half and half. Rate two-way half and half as a 2.
Parking is an issue - a lot would be nice.
Route C North
Questions: 1) What route has the most potential for new commercial investment? (Humboldt), 2) Homeowners cannot pay special assessments for this. 3) Will there be a market value exclusion for existing home? 4) Careful traffic studies of alley traffic impact needed. Thanks! [Name and phone number redacted]
This is an ill-conceived idea that will inconvenience many residents. Will be difficult to maintain especially in winter. For a very small group.
We hate everything about this idea. But we do not want to pay more taxes, the roundabouts will be weed patches, and we definitely don't need more foot traffic! This spells crime!!
Route C Middle
Half and half with one way road and parking. Use route A on the north segment, route C in the middle. I live on the corner of 24th and James (SW). I would want the bike boulevard on my side of the street and the half and half on the other side. Being on the corner, I am sensitive to parking issues and car congestion on my corner.
I would like my elderly parents to park in front of my house on 33rd and James - I have lived there for 35 years!
Like the 1/2 and 1/2 with one-way parking
My preferred route is to use A in the North and C in the middle
This is a dis-service to home owners
Route C South - No attendees indicated living on this route segment
Comments - people who live outside of north Minneapolis
Greatly prefer route A due to directness, if this greenway is to be used for transportation, route A makes the most sense. Avoid making cyclists stop at all if possible - therefore intersections treatments are super important for success. Love love love full greenway treatments.
Own a business on Dowling/Humboldt. 3800 Humboldt (Route A, North segment). Humboldt north of Dowling - unacceptable to use for greenway. No access for Emergency/fire. Too narrow. [Humboldt near the cemetery] No dice. Humboldt too narrow. Can't no park w/ side. [Humboldt and Dowling] business with access from Humboldt. Only fire hydrant until 40th or 42nd on Humboldt. | Humboldt already hard for emergency vehicles to pass. [Emerson and Fremont] - extend current path.
Was born and raised in Minneapolis in several different areas.
Work in North

Notes submitted along with surveys

Note 1: From the time that I spent at the event, it looked like there was an amazing turnout, which is wonderful! However, I was shocked to see the absolute lack of diversity. North Mpls is the most diverse place in the city, yet the event was almost all White. This needs to majorly be taken into account in the future planning of events as well as in the planning process as a whole (from what I can tell, most of the staff is White as well). Was the flier passed out in mostly white paces or spaces of color? Were communities of color engaged? Are these plans being taken to affected Northside neighborhood association? Are YOUTH having a voice in this process? There are some tangible ways to ensure that people of color are heard in this process and it needs to be ensured that these steps are taken.

Note 2: Health? Greenway-mosquitos, park, construction-dirty, weather. 1 side, one-way - accident prone. Low traffic - why need separate venue for bikes? We have sidewalks for pedestrians. Exercise - drive is close - has vast biking and walking paths. Problem for emergency vehicles. More drug traffic for other streets. Logan - bad - top of hill. Safe for ?

Note 3: If a street is low traffic, there shouldn't be a problem for bikers. This is Minnesota. We have winter. There can't be that much demand for bike trails. If people want to exercise, the Drive is close enough for a nice long hike or bike ride. 37th has no access for emergency vehicles. It provides a nice walking getaway for drug dealers. If you close down a street, it will create more drug trafficking on the other streets. This is going to create horrible parking issues and problems with garbage pick-up if more people have to use their garage all the time. You shouldn't have to give up parking in front of your house because someone wants to ride their bike down your street.

Note 4: On the linear parkway, there will be 1/2 block of unused space on the cross streets that get closed off. Please plant apple trees in that space! We need food.