

Phase 2 Engagement Appendix

- Appendix A Online Survey Results
- Appendix B Vision & Goals Elements Activity Dot Voting Results
- Appendix C Open House – Collage Activity Results
- Appendix D Open House & Pop Ups – Artist Live Sketching Results
- Appendix E Comic Representations of Engagement
- Appendix F Interactive Mapping Results
- Appendix G Abridged Notes From Walking Tours & Listening Sessions
- Appendix H Comments Received Via Project Email & Social Media

Appendix A Online Survey Results

Total Responses: 452

Note: Comments reflected in the open response questions do not reflect the opinion of the project staff or the City of Minneapolis. The sentiments are shared to capture the full breath of public opinions in a spirit of transparency.

Open response question data was reviewed by project staff and summarized with Large Language Model tools in accordance with privacy and safety protocols followed by the project team. The resulting content was edited for clarity and accuracy.

1. Are you familiar with the 1st Ave N reconstruction project?

450 Responses

1-293 | 450

● Yes 175
● No 275

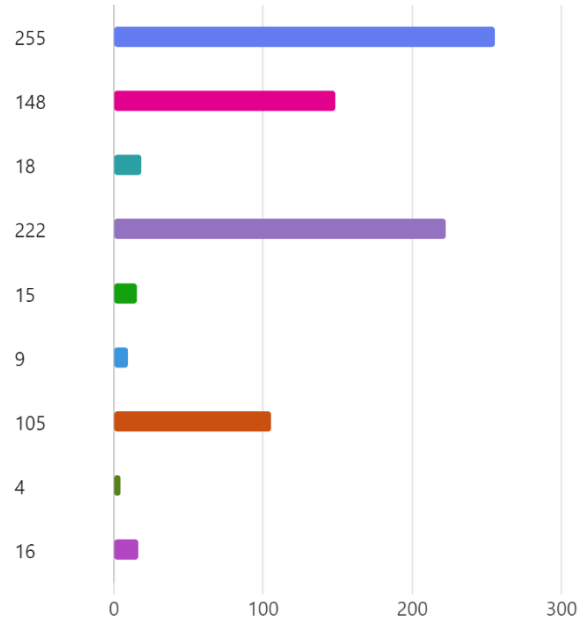


2. Which of the following statements describe you the best in relation to 1st Ave N? Check all that apply.

459 Responses

1-293 | 459

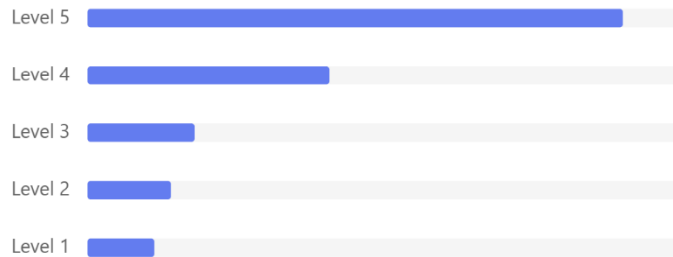
- I live nearby. 255
- I work nearby. 148
- I work at or own a business on 1st Ave N. 18
- I pass through here on my way to somewhere else. 222
- I am a student at a school or university nearby. 15
- My child attends school/activities nearby. 9
- Local visitor – I am visiting from elsewhere in the city. 105
- Visitor / tourist – I am visiting from another city. 4
- Other 16



3. Vision. How well does the following aspirational vision for 1st Ave N match your own hopes for its future? (select 5-stars for best, 1-star is worst)

436 Responses

1-284 | 436 < >



4. Please tell us why.

356 Responses

1-232 | 356 < >



5. Goal 1: Pedestrian Focus. What are your ideas to improve the walking and rolling experience on 1st Ave N?

Top Responses

1. Enhanced Lighting: Many respondents emphasized the need for better lighting to improve safety and visibility.
2. Greenery and Trees: Suggestions included adding more trees and green spaces to create a pleasant and shaded environment.
3. Wider Sidewalks: There were numerous calls for wider sidewalks to accommodate more pedestrians and ensure a comfortable walking experience.
4. Traffic Calming Measures: Ideas such as speed bumps and reduced speed limits were proposed to make the area safer for pedestrians.

5. **Public Amenities:** Respondents mentioned the need for public restrooms, seating areas, and street furniture to enhance the overall pedestrian experience.

What kinds of seating areas are mentioned most?

1. **Sidewalk Cafes and Kiosks:** These were suggested to create vibrant, social spaces.
2. **Public Restrooms and Street Furniture:** Respondents highlighted the need for convenient amenities.
3. **Seating Options Along the Sidewalk:** Many people suggested benches and other seating along the sidewalks for resting.

Features respondents wanted to avoid:

1. **Scooters:** There were comments against having scooters in the pedestrian areas.
2. **High-Speed Traffic:** Many emphasized the need to avoid fast-moving vehicles to ensure pedestrian safety.
3. **Poor Lighting:** Inadequate lighting was frequently mentioned as a negative feature that should be improved.

6. Goal 2: Exciting Destination. How can 1st Ave N build on its iconic character to be a more exciting destination?

Top Responses:

1. **Enhanced Public Spaces and Amenities**
 - **Sidewalk Café Seating:** Many respondents emphasized the importance of outdoor seating to create a vibrant, welcoming atmosphere.
 - **Pedestrian-Friendly Areas:** Suggestions included creating pedestrian-only zones, wider sidewalks, and public squares or plazas.
 - **Green Spaces:** Incorporating more greenery, such as trees, planters, and small parks, to make the area more inviting.
2. **Cultural and Artistic Enhancements**
 - **Public Art Installations:** Ideas included murals, sculptures, and interactive art pieces that reflect the area's history and character.
 - **Historical Displays:** Installing plaques or digital kiosks that tell the stories of the Warehouse District.
 - **Live Performances and Street Entertainment:** Encouraging street performers, musicians, and pop-up theater to create spontaneous entertainment.
3. **Events and Programming**

- Regular Events and Festivals: Hosting street festivals, outdoor concerts, food truck rallies, and holiday markets to draw in both residents and tourists.
- Nightlife and Late-Night Programming: Extending business hours for cafes, bars, and shops, and organizing evening markets and live music performances.
- Themed Walking Tours: Developing guided or self-guided tours that highlight the history, art, and architecture of 1st Ave N.

4. Lighting and Safety Improvements

- Cool Lighting on Historic Buildings: Introducing dynamic, color-changing lights to highlight architectural features and create a lively atmosphere.
- Increased Safety Measures: Enhancing lighting for safety, adding more public safety officers, and ensuring the area feels secure for visitors.

5. Business and Economic Development

- Supporting Local Businesses: Encouraging the establishment of diverse, locally-owned shops, cafes, and restaurants.
- Pop-Up Galleries and Retail: Promoting temporary pop-up shops and food vendors to keep the experience fresh and engaging.
- Affordable Leases and Incentives: Offering incentives for businesses to set up in the area, including subsidized rents for start-ups and small businesses.

These themes collectively aim to enhance the vibrancy, safety, and cultural richness of 1st Ave N, making it a more attractive destination for both locals and visitors.

Potential Concerns:

1. Crime and Safety Issues

- Crime Reduction: Many emphasized the need to address crime and safety before implementing new features. Concerns about crime, homelessness, and drug use were frequently mentioned.
- Increased Police Presence: Some suggested more police patrols and safety measures to make the area feel secure.

2. Economic Concerns

- Waste of Money: Several respondents felt that certain projects, like cool lighting or gateway signage, could be a waste of taxpayer money, especially if not well-maintained.
- High Costs: There were concerns about the high costs of implementing new features and the potential for these projects to go over budget.

3. Traffic and Accessibility

- **Pedestrian-Only Zones:** While some supported pedestrian-only areas, others were concerned about the impact on traffic flow and parking availability. There were worries that reducing car access could make it harder for people to visit.
- **Parking Issues:** The reduction of parking spaces was a concern for many, especially for those who drive into the city for events.

4. Maintenance and Sustainability

- **Maintenance of Features:** Concerns were raised about the long-term maintenance of new features, such as lighting and public art. Examples like the Nicollet Mall were cited, where features did not age well.
- **Sustainability:** Some respondents were worried about the environmental impact of certain projects, like increased lighting, and emphasized the need for sustainable solutions.

5. Social and Cultural Impact

- **Gentrification:** There were concerns that new developments could lead to gentrification, pushing out existing residents and businesses.
- **Focus on Local Needs:** Some felt that the focus should be on serving the local community rather than turning the area into a tourist destination. They emphasized the importance of addressing the needs of residents and local businesses first.

These concerns highlight the importance of balancing new developments with the needs and safety of the community, ensuring that any changes are sustainable and beneficial for both residents and visitors.

7. Goal 3: Neighborhood Amenities. What are your ideas for increasing neighborhood amenities for residents around 1st Ave N?

Top Responses:

1. Public Spaces and Seating

- **Fixed and Movable Seating:** Install a mix of fixed seating areas and movable chairs to provide flexible and comfortable places for residents to sit and socialize.
- **Pocket Parks and Green Spaces:** Create small parks and green areas for relaxation, picnics, and community gatherings.

2. Public Art and Cultural Enhancements

- **Interactive Public Art:** Install public art that encourages interaction, such as sculptures, murals, and musical instruments.
- **Historical and Cultural Displays:** Include plaques and exhibits that highlight the local history and cultural heritage.

3. Community Events and Markets

- **Farmers' Markets and Street Vendors:** Introduce regular markets featuring local vendors, food trucks, and artisans to create a vibrant community hub.
- **Public Events and Performances:** Host events like outdoor concerts, street performances, and festivals to bring the community together.

4. Safety and Accessibility

- **Improved Lighting:** Install decorative and functional lighting to enhance safety and create a welcoming atmosphere at night.
- **Public Restrooms:** Provide clean and accessible public restrooms to support the increased foot traffic and events.

5. Transportation and Connectivity

- **Multi-Modal Transportation Hubs:** Develop hubs that accommodate various modes of transportation, such as bike racks, scooter docks, and car-sharing stations.
- **Protected Bike Lanes and Bike Parking:** Ensure safe and secure bike lanes and parking to encourage cycling.

6. Green Initiatives and Sustainability

- **Community Gardens and Urban Farms:** Establish spaces where residents can grow their own produce and flowers, fostering community interaction and sustainability.
- **Green Roofs and Vertical Gardens:** Encourage the installation of green roofs and vertical gardens to improve air quality and reduce the urban heat island effect.

7. Amenities for Families and Pets

- **Play Areas and Dog Parks:** Create spaces for children to play and areas where pets can be off-leash, including amenities like water stations and waste disposal.
- **Childcare and Play Facilities:** Partner with local organizations to provide childcare facilities and after-school programs.

8. Commercial and Retail Development

- **Support for Local Businesses:** Encourage the establishment of diverse, locally-owned shops, cafes, and restaurants.
- **Pop-Up Shops and Temporary Retail:** Promote temporary retail spaces and pop-up shops to keep the area dynamic and engaging.

9. Community Engagement and Interaction

- **Community Bulletin Boards and Digital Kiosks:** Install boards and kiosks for residents to post announcements and stay informed about local events.
- **Neighborhood Living Rooms:** Create cozy public spaces with seating, bookshelves, and Wi-Fi access for residents to relax and socialize.

10. Safety and Cleanliness

- **Increased Police Presence:** Ensure a visible police presence to enhance safety and deter crime.
- **Regular Maintenance and Cleanliness:** Maintain cleanliness and upkeep of public spaces to create a pleasant environment.

These ideas aim to enhance the livability, safety, and community feel of the area, making it a more attractive place for residents to live and engage with their neighborhood.

Top Concerns:

1. Safety and Crime

- **Increased Police Presence:** Many respondents emphasized the need for a visible police presence to enhance safety and deter crime.
- **Concerns About Homelessness:** There were worries that certain amenities, like movable chairs and fixed seating, could be taken over by the homeless population, leading to safety and cleanliness issues.

2. Economic Concerns

- **Waste of Money:** Some respondents felt that certain projects, such as decorative lighting or public art, could be a waste of taxpayer money if not well-maintained or if they don't address core issues.
- **High Costs:** Concerns about the high costs of implementing new features and the potential for these projects to go over budget were mentioned.

3. Traffic and Accessibility

- **Pedestrian-Only Zones:** While some supported pedestrian-only areas, others were concerned about the impact on traffic flow and parking availability. There were worries that reducing car access could make it harder for people to visit.
- **Parking Issues:** The reduction of parking spaces was a concern for many, especially for those who drive into the city for events.

4. Maintenance and Sustainability

- **Maintenance of Features:** Concerns were raised about the long-term maintenance of new features, such as lighting and public art. Examples like the Nicollet Mall were cited, where features did not age well.
- **Sustainability:** Some respondents were worried about the environmental impact of certain projects, like increased lighting, and emphasized the need for sustainable solutions.

5. Social and Cultural Impact

- **Gentrification:** There were concerns that new developments could lead to gentrification, pushing out existing residents and businesses.
- **Focus on Local Needs:** Some felt that the focus should be on serving the local community rather than turning the area into a tourist destination. They emphasized the importance of addressing the needs of residents and local businesses first.

6. Specific Amenities Concerns

- **Movable Chairs:** Several respondents felt that movable chairs could be problematic due to theft, vandalism, or being thrown into the street.
- **Sidewalk Vendors:** While some supported the idea, others were concerned that sidewalk vendors could make the area look cluttered or cheap.
- **Public Restrooms:** There were concerns about the maintenance and cleanliness of public restrooms, with some suggesting they could become high-maintenance.

7. General Concerns

- **Avoiding Over-Congestion:** Some respondents emphasized the need to avoid congesting the area with too many features, which could detract from its appeal.
- **Respecting Professional Designs:** There was a call to respect and implement the ideas of professional designers to avoid failures like those seen with the Nicollet Mall project.

These concerns highlight the importance of careful planning and community engagement to ensure that new amenities are beneficial, sustainable, and well-received by residents.

8. Goal 4: Access. How can access be improved for people who walk/roll, bike, use transit, scooter, drive, and use rideshare and pedicabs?

Top Responses:

1. Integrated Wayfinding and Signage

- **Clear Signage:** Develop an integrated wayfinding system with clear, consistent signage for all transportation modes, including digital kiosks and traditional signs.
- **Real-Time Information:** Provide real-time information on transit schedules, bike-sharing availability, and traffic conditions through digital displays and mobile apps.

2. Dedicated Lanes and Paths

- **Protected Bike Lanes:** Establish protected bike lanes that are physically separated from car traffic to ensure safety for cyclists.
- **Wide Sidewalks:** Expand sidewalks to accommodate pedestrians and those using wheelchairs, ensuring ample space for walking and rolling.
- **Designated Bus Lanes:** Create dedicated bus lanes to ensure efficient transit movement. Note, there are no bus lines directly operating on 1st Ave N.

3. Multi-Modal Transportation Hubs

- **Transportation Hubs:** Create hubs where multiple forms of transportation converge, including bike racks, scooter docks, transit stops, and rideshare pick-up/drop-off zones.
- **Geofenced Zones:** Implement geofenced zones for rideshare, taxis, and pedicabs to safely pick up and drop off passengers.

4. Traffic-Calming Measures

- **Speed Limitations:** Introduce speed bumps, raised crosswalks, and curb extensions to slow down vehicles and prioritize pedestrian and cyclist safety.
- **Pedestrian-First Crossings:** Redesign intersections with pedestrian-first crossings, where the walk signal appears before vehicles get the green light.

5. Enhanced Public Transit

- **Transit Priority Signals:** Install transit priority signals at intersections to give buses and light rail an advantage during peak times.
- **Improved Transit Connections:** Ensure clear and direct connections from 1st Ave N to bus and light rail stations, including dedicated shuttle services and protected walkways.

6. Bike and Scooter Infrastructure

- **Secure Parking:** Provide ample and secure parking for bikes and scooters, including charging stations for electric scooters and e-bikes.
- **Bike and Scooter Share Programs:** Expand bike and scooter share programs with more docking stations and rental options.

7. Flexible Street Use

- **Adaptive Lanes:** Implement flexible street use policies where certain lanes or zones can change function throughout the day, such as bus lanes during rush hour that become bike lanes or pedestrian zones during off-peak hours.

8. Accessibility and Universal Design

- **Universal Design Principles:** Ensure all infrastructure is designed according to universal design principles, including curb cuts, tactile paving, accessible signals, and ramps.
- **Accessibility Corridors:** Designate specific corridors that cater to individuals with mobility challenges or sensory impairments.

9. Safety and Cleanliness

- **Increased Police Presence:** Ensure a visible police presence to enhance safety and deter crime.
- **Regular Maintenance:** Maintain cleanliness and upkeep of public spaces to create a pleasant environment.

10. Community Engagement

- **Public Input:** Engage with the community to gather feedback and ensure that the needs of all users are considered in the planning and implementation of access improvements.

These ideas aim to create a more accessible, safe, and efficient transportation environment for all users, enhancing the overall experience of 1st Ave N.

Car-free street comments, parking & congestion:

Based on the responses provided, the theme of restricting or removing car traffic (car-free) is more common than concerns about parking and congestion. Here are some observations:

1. Car-Free or Restricted Car Traffic

Many respondents suggested removing cars from certain blocks, especially during events, to prioritize pedestrian spaces.

- There were multiple calls to deprioritize car travel in favor of walking, biking, and public transit.
- Suggestions included making 1st Ave a pedestrian plaza or a car-free zone.
- Several responses emphasized the need for protected bike lanes and wider sidewalks, which often implied reducing space for cars.
- Ideas like geofenced rideshare zones and dedicated lanes for different modes of transport also support the theme of reducing car traffic.

2. Concerns About Parking and Congestion

Some respondents expressed the need to maintain or increase parking options, especially for those who drive into the city.

- There were concerns about the impact of reducing car access on traffic flow and parking availability.
- A few responses highlighted the importance of short-term parking and valet options to support local businesses and events.
- Some respondents were worried about the high costs of parking and suggested lowering or eliminating parking charges in municipally-owned garages.

9. Goal 5: Nightlife & Events. What are your ideas for improving nightlife and events on 1st Ave N?

Top Responses:

1. Safety and Security

- **Increased Police Presence:** Many respondents emphasized the need for a visible police presence to ensure safety, especially during late-night events.

- Lighting: Improved and artistic lighting to make the area feel safer and more inviting at night.

2. Family-Friendly and Inclusive Events

- Free and Low-Cost Events: Hosting regular free or low-cost events that cater to families, such as outdoor concerts, storytelling sessions, and cultural festivals.
- Winter Season Celebrations: Introducing winter-themed events like holiday markets, ice skating rinks, and winter light festivals to attract visitors during the colder months.

3. Enhanced Public Spaces

- Pedestrian-Only Zones: Closing off sections of 1st Ave N to vehicle traffic on certain nights to create a safe, walkable environment for events.
- Outdoor Lounges and Fire Pits: Setting up outdoor lounges with comfortable seating, fire pits, and ambient lighting to create social hubs.

4. Diverse Programming

- Themed Nights and Events: Partnering with local businesses to create themed nights, such as “Jazz Nights,” “Trivia Tuesdays,” or “Latin Dance Thursdays.”
- Street Performers and Live Entertainment: Encouraging street performers, such as musicians, magicians, and dancers, to entertain crowds along the avenue.

5. Convenient Access and Amenities

- Rideshare Zones: Designating convenient, well-lit rideshare pick-up and drop-off zones near nightlife venues and event spaces.
- Ample Business Sidewalk Queuing Space: Ensuring businesses have enough sidewalk space for queuing, especially during events or busy evenings.

6. Interactive and Artistic Elements

- String/Artistic Lighting: Installing string lights and artistic lighting installations to enhance the aesthetic appeal of the area after dark.
- Interactive Public Art: Installing interactive public art that comes to life at night, such as light-up sculptures and motion-activated installations.

7. Support for Local Businesses

- Pop-Up Food and Drink Stands: Introducing pop-up food and drink stands that operate during evening events, offering a variety of options.
- Evening Markets: Organizing evening markets featuring local artisans, food vendors, and live entertainment.

8. Seasonal and Special Events

- Winter Events: Hosting events like ice skating, winter markets, and holiday light displays to draw visitors during the winter months.
- Summer Events: Utilizing outdoor spaces for summer events like street festivals, outdoor concerts, and food truck rallies.

9. Community Engagement

- Collaborating with Local Groups: Working with local groups and businesses to create and promote events, ensuring they resonate with the community.
- Public Input: Engaging with the community to gather feedback and ideas for events and nightlife improvements.

These ideas aim to create a vibrant, safe, and inclusive nightlife scene on 1st Ave N, making it a go-to destination for both locals and visitors.

Top Concerns:

The primary concerns noted in the responses regarding improving nightlife and events on 1st Ave N include:

1. Safety and Security

- Increased Police Presence: Many respondents emphasized the need for a visible police presence to ensure safety, especially during late-night events. Concerns about crime, violence, and the presence of homeless individuals were frequently mentioned.
- Lighting: Improved and artistic lighting was suggested to make the area feel safer and more inviting at night.

2. Crime and Public Safety

- Crime Reduction: There were numerous concerns about crime, with calls for more police patrols and better enforcement of liquor ordinances to manage overly intoxicated individuals.
- Safety at Transit Stations: Respondents highlighted the need for cleaner and safer transit stations, particularly at night.

3. Family-Friendly vs. Nightlife Focus

- Balancing Family-Friendly and Nightlife: Some respondents felt that the area should focus on either family-friendly events or nightlife, but not both, as they may not mix well.
- Appropriate Venues: Concerns were raised about the presence of adult-oriented businesses and how they might conflict with family-friendly events.

4. Economic and Business Support

- **Support for Local Businesses:** There were calls for lower rents and tax breaks for businesses to help them thrive. Some respondents suggested that events alone cannot sustain the area without thriving businesses.
- **Filling Vacant Storefronts:** Many emphasized the importance of filling vacant storefronts with attractive retail and restaurant tenants to create a vibrant atmosphere.

5. Event Quality and Management

- **Avoiding Cheesy Events:** Some respondents felt that money is often wasted on low-quality events that do not attract significant crowds. They suggested focusing on high-quality, well-organized events.
- **Professional Event Management:** There were suggestions to involve professional organizations in managing events to ensure they are successful and appealing.

6. Accessibility and Convenience

- **Rideshare and Parking:** The need for convenient, well-lit rideshare pick-up and drop-off zones was highlighted. Additionally, there were concerns about parking availability and the high cost of parking during events.
- **Public Restrooms:** The lack of permanent public restrooms was noted as a concern, especially for family-friendly events.

7. Seasonal and Diverse Programming

- **Winter Events:** Many respondents expressed a desire for more winter-themed events, such as ice skating, holiday markets, and winter light festivals.
- **Diverse Programming:** There were calls for a variety of events catering to different age groups and interests, including family-friendly activities, cultural festivals, and themed nights.

8. Cleanliness and Maintenance

- **Cleanliness:** Ensuring the area is clean and well-maintained was a common concern, with suggestions for regular trash and recycling cleanup programs.

These concerns highlight the importance of creating a safe, vibrant, and inclusive environment for nightlife and events on 1st Ave N, while also supporting local businesses and ensuring accessibility and convenience for all visitors.

10. Goal 6: Greening. What are the best ways to improve greening on 1st Ave N?

Top Responses:

1. Tree Canopy

- **Lush Tree Canopy:** Plant a diverse array of native and resilient tree species along the avenue to create a continuous, lush canopy. This provides shade, reduces heat, enhances air quality, and offers habitat for urban wildlife.

2. Planters and Hanging Plants

- **Flowering Hanging Plants:** Install flowering hanging baskets on streetlights to add bursts of color and greenery without taking up ground space.
- **Planters:** Place large, decorative planters with seasonal flowers and small shrubs along the sidewalks and in public squares.

3. Pocket Parks and Green Spaces

- **Small Pocket Parks:** Develop small pocket parks or green spaces at strategic locations along 1st Ave N. These can include seating, playgrounds, or public art, providing tranquil spots to relax and enjoy nature.
- **Larger Park if Possible:** Consider creating a larger park if space allows, offering more extensive green space for recreation and relaxation.

4. Sustainable Green Infrastructure

- **Rain Gardens and Bioswales:** Integrate green infrastructure like rain gardens and bioswales to manage stormwater. These features can be aesthetically pleasing while improving environmental resilience.
- **Permeable Pavements:** Use permeable pavements to allow rainwater to seep through, reducing runoff and supporting tree and plant health.

5. Native and Low-Maintenance Plants

- **Native Plants:** Incorporate a variety of native plants that support local biodiversity, such as pollinator-friendly flowers, shrubs with berries for birds, and native grasses.
- **Low-Maintenance Plantings:** Choose drought-resistant and low-maintenance plant species that require minimal care but still offer aesthetic and environmental benefits.

6. Vertical and Rooftop Gardens

- **Vertical Gardens:** Install vertical gardens on building facades or walls to add greenery without taking up ground space.
- **Green Roofs:** Encourage the installation of green roofs on both public and private buildings to reduce the urban heat island effect and manage stormwater.

7. Community Involvement

- **Community Gardens:** Establish community garden plots or urban farming spaces where residents can grow their own plants. These areas can be integrated into larger green spaces or pocket parks.

- **Public Involvement Programs:** Engage the community in greening efforts through volunteer programs, gardening workshops, and tree-planting events.

8. Artistic and Functional Elements

- **Artistic Planters and Sculptures:** Use artistic planters and sculptures that double as green installations, designed by local artists and featuring plants that thrive in urban environments.
- **Seasonal Plant Displays:** Rotate plant displays seasonally, featuring different flowers and plants that thrive at various times of the year.

9. Additional Features

- **Edible Landscaping:** Incorporate edible plants, such as fruit trees, berry bushes, and herb gardens, into the streetscape.
- **Shade Gardens and Urban Oases:** Develop shaded gardens or urban oases with a mix of trees, shrubs, and seating areas to offer a cool, refreshing retreat during hot weather.

These ideas aim to enhance the greening of 1st Ave N, making it a more attractive, sustainable, and enjoyable environment for residents and visitors.

Top Concerns:

1. Maintenance and Sustainability

- **Maintenance:** There were concerns about the long-term maintenance of green spaces, planters, and trees. Respondents emphasized the need for resilient and low-maintenance plant species that can withstand urban conditions.
- **Sustainability:** Ensuring that the greening efforts are sustainable and environmentally friendly was a common concern. This includes using native plants and integrating green infrastructure like rain gardens and bioswales.

2. Safety and Vandalism

- **Vandalism:** Some respondents were worried about the potential for vandalism and destruction of green spaces, especially by intoxicated individuals or those experiencing homelessness.
- **Safety:** There were concerns about maintaining sight lines for safety, particularly with ground-level plantings and trees that could obstruct views.

3. Space and Practicality

- **Space Constraints:** Given the narrowness of the street, some respondents questioned where trees and other green elements would be placed without impeding pedestrian or vehicle traffic.
- **Conflict with Other Uses:** Ensuring that greening efforts do not conflict with the needs of residents and businesses, such as travel needs and access, was highlighted.

4. Economic Concerns

- **Cost:** The cost of implementing and maintaining green spaces was a concern, with some respondents questioning the allocation of funds for these projects.
- **Economic Impact:** There were worries about the potential economic impact on businesses if green spaces take up valuable commercial space or impede access.

5. Homelessness and Public Use

- **Homeless Encampments:** Some respondents expressed concerns that green spaces could be taken over by homeless encampments, leading to safety and cleanliness issues.
- **Public Use:** Ensuring that green spaces are used appropriately and do not become areas for loitering or undesirable activities was a concern.

6. Environmental Impact

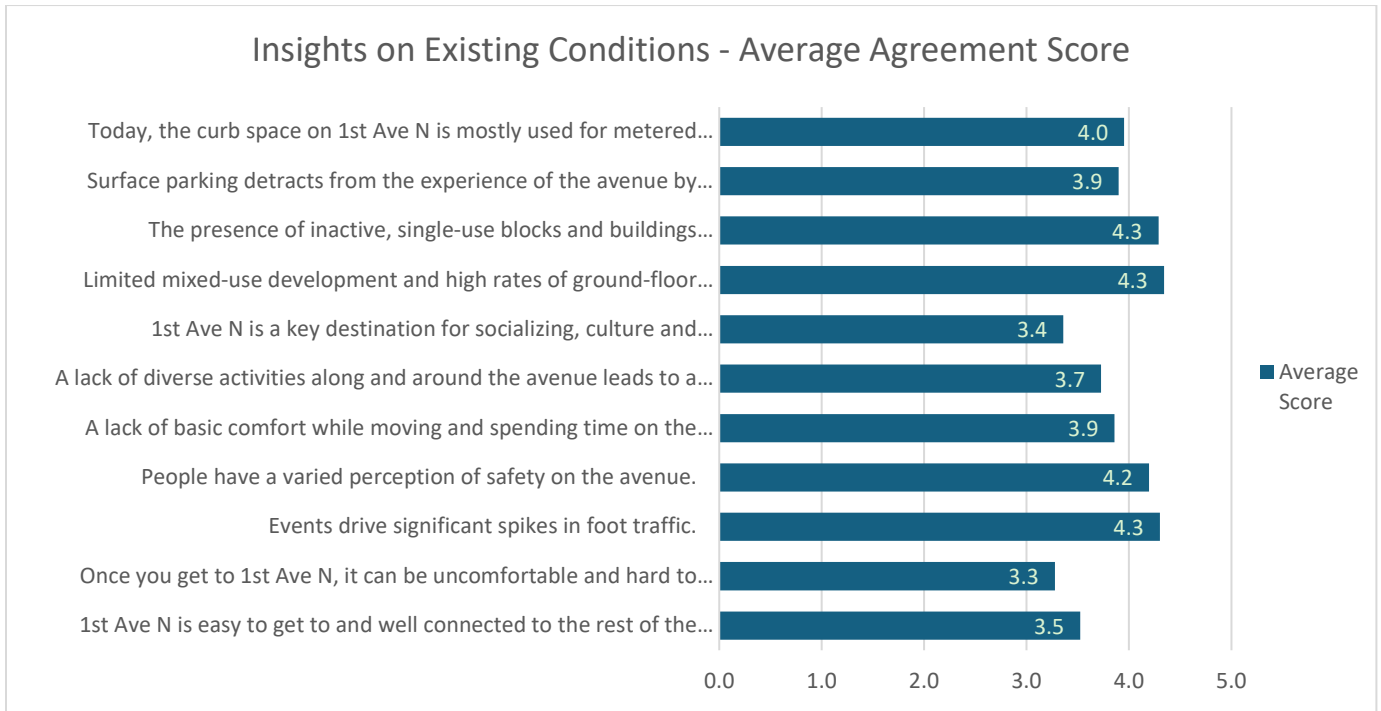
- **Urban Heat Island Effect:** While greening can help mitigate the urban heat island effect, there were concerns about ensuring that the chosen plants and trees are effective in this regard.
- **Biodiversity:** Ensuring that the plants support local biodiversity and do not introduce invasive species was mentioned.

7. Design and Aesthetics

- **Design Consistency:** Ensuring that the greening efforts are consistent with the historical and architectural character of the neighborhood was important to some respondents.
- **Aesthetic Appeal:** There were concerns about the aesthetic appeal of certain types of plantings, with preferences for visually pleasing and well-maintained greenery.

These concerns highlight the importance of careful planning, community engagement, and sustainable practices in implementing greening efforts on 1st Ave N.

11. Share the degree to which you agree or disagree with the following statements that came out of Phase 1 engagement:

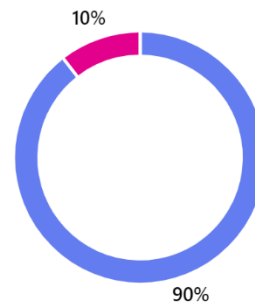


12. Are you a Minneapolis resident?

448 Responses

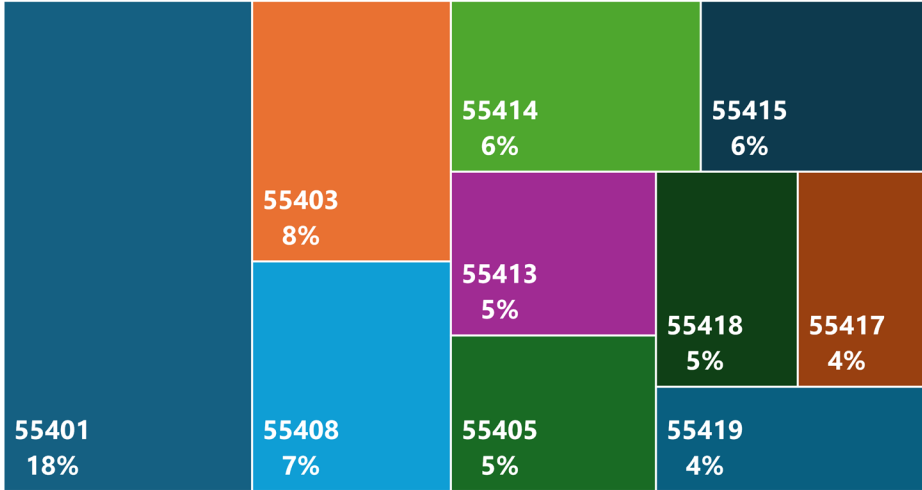
1-291 | 448

- Yes 401
- No 47



13. What is your zip code?

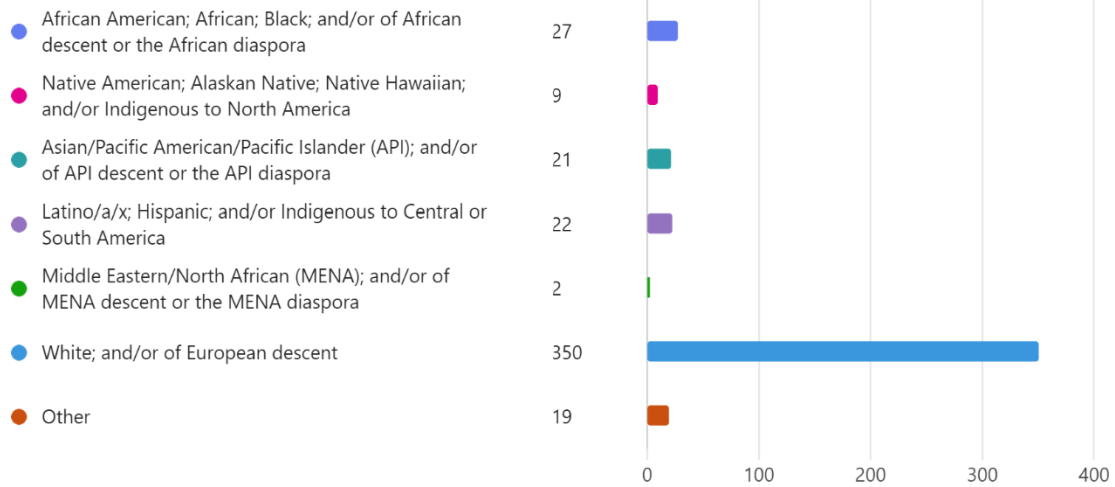
TOP 10 ZIP CODES REPORTED BY RESPONDENTS



14. How would you describe your race and/or ethnicity? (Select all that apply)

450 Responses

1-277 | 450

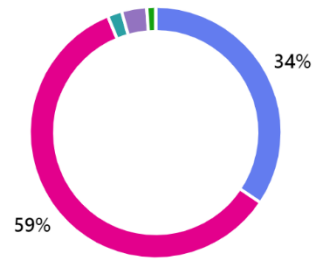


15. Which gender do you identify as?

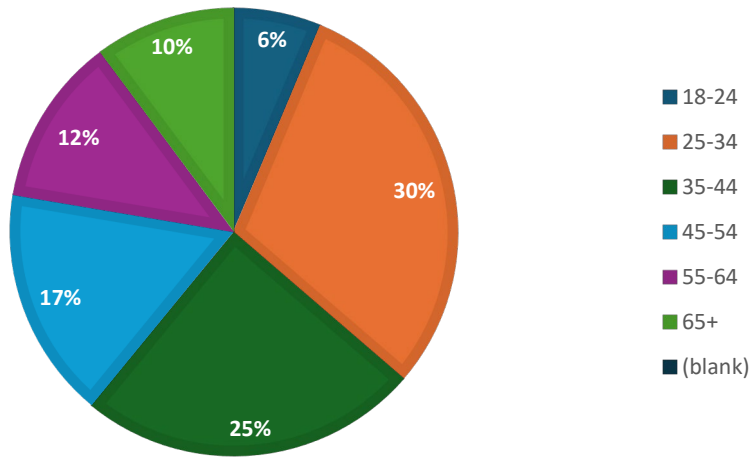
436 Responses

1-283 | 436

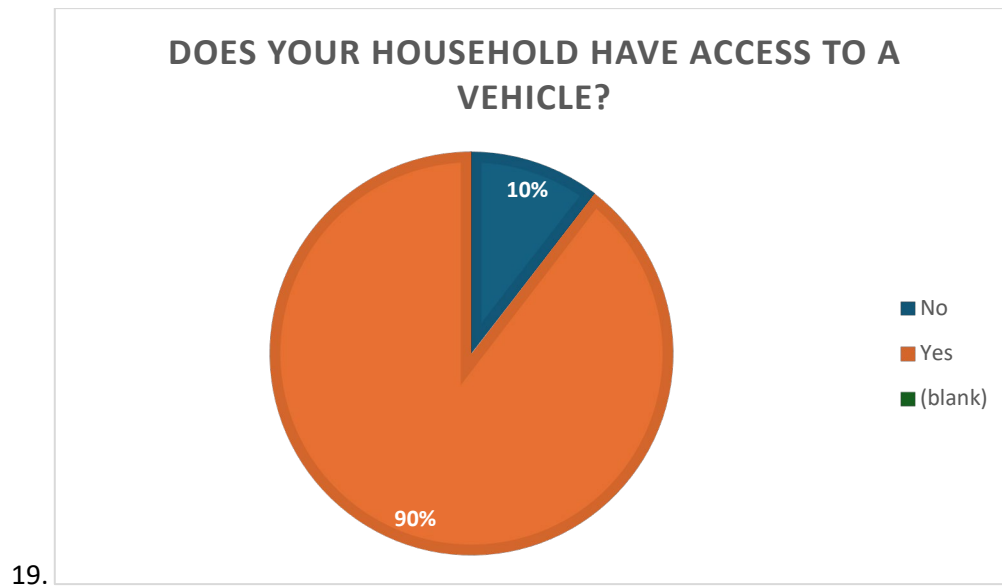
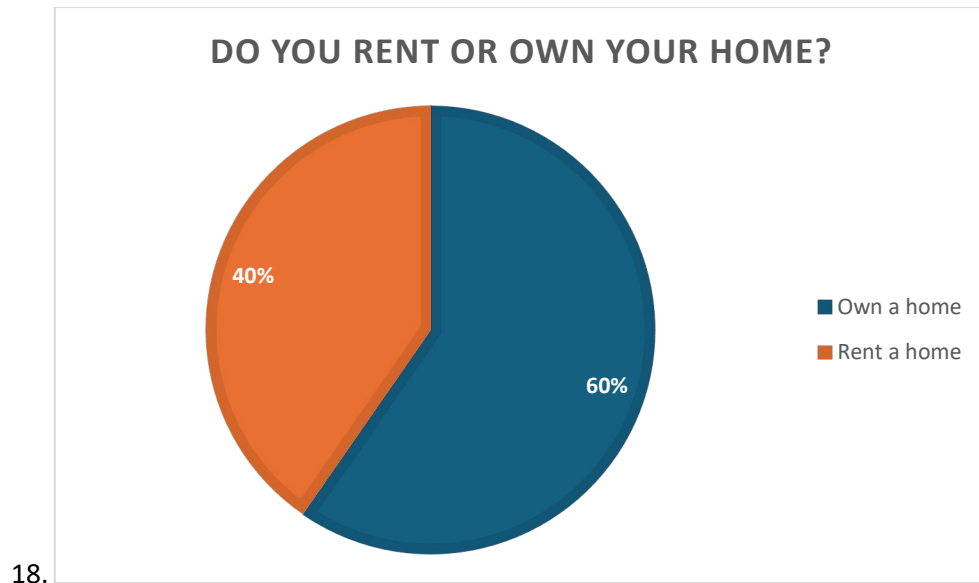
● Woman	150
● Man	259
● Non-binary	8
● Prefer not to say	14
● Other	5



WHAT IS YOUR AGE?



17.

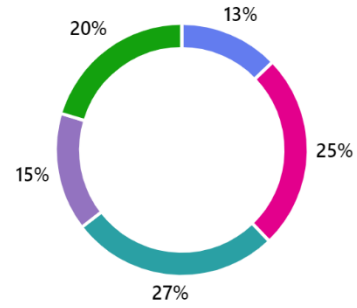


20. What is your total household income?

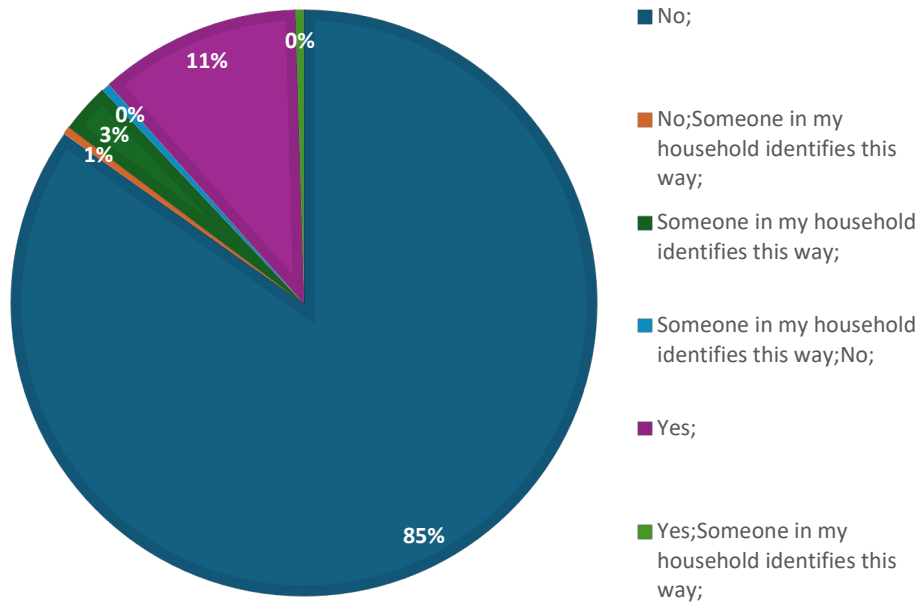
423 Responses

1-279 | 423 < >

● \$0 - \$49,999	54
● \$50,000 - \$99,999	106
● \$100,000 - \$149,999	113
● \$150,000 - \$199,000	64
● \$200,000+	86



DO YOU OR SOMEONE IN YOUR HOUSEHOLD IDENTIFY AS SOMEONE WITH A DISABILITY?



21.

Appendix B Vision & Goals Elements Activity Dot Voting Results

	<i>DID Learning - Outdoor</i>	<i>Indoor DID/Butler Square</i>	<i>Open House</i>	<i>Total</i>	<i>% of Total</i>
<i>Pedestrian Focus</i>				24	
Amenities for people walking like seating, plantings	2	1	3	6	25%
Separate space for pedestrians & bicycle riders	1	1	1	3	13%
Varied pavement textures & treatments	1		7	8	33%
Shorter crossing distances and raised crossings	0		1	1	4%
Neighborhood wayfinding	0		1	1	4%
Generous unobstructed pedestrian zone	1		4	5	21%
<i>Exciting Destination</i>				24	
Public art that showcases the history and culture of the Warehouse District	0		1	1	4%
Flexible and active spaces in the street that invite people to stay	2		3	5	21%
Seasonal programming and markets	3		4	7	29%
Cultural events and celebrations	1	2	4	7	29%
Features that highlight historic character	0		2	2	8%
Spaces for programming and events to celebrate Warehouse District identity	0		2	2	8%
<i>Neighborhood Amenities</i>				27	
Fixed bench seating	1	1	0	2	7%
Space for pop up retail	0	1	3	4	15%
Interactive, playful furnishings	2	2	3	7	26%
Ambient lighting that doubles as public art	3	1	4	8	30%
Movable social seating	0	1	2	3	11%
Pedestrian-scape lighting	1		2	3	11%
<i>Access</i>				20	
Dynamic signage that showcases current events	0		1	1	5%
District signage to feature key destinations	1		2	3	15%
Wayfinding embedded in design details	0		4	4	20%
Ability to open and close blocks for events	0	1	3	4	20%

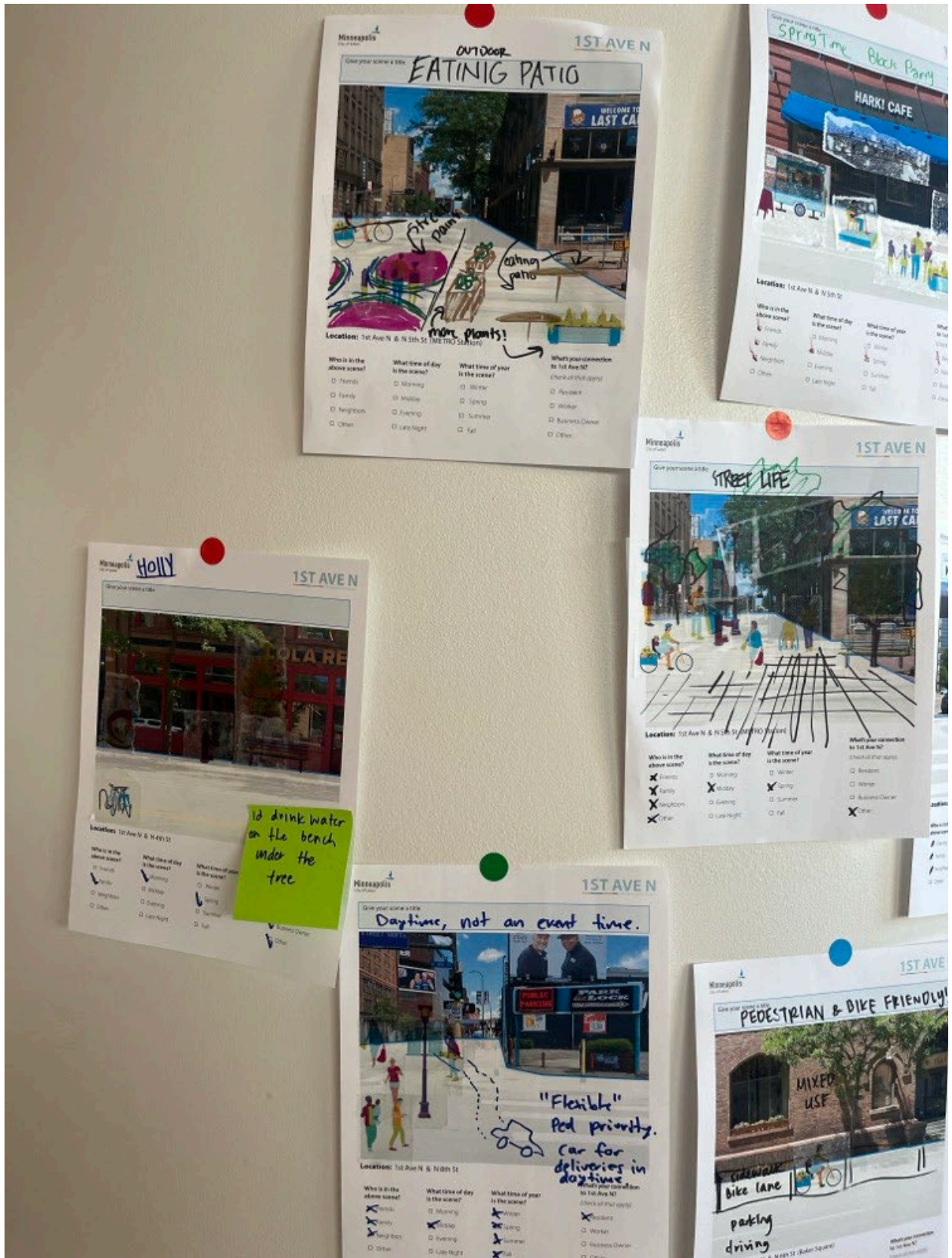
Changing up the use of curbside space based on demand	0	1	3	4	20%
<i>Seamless access to transit</i>	2		2	4	20%
Nightlife & Events				26	
<i>Activities to keep sports visitors in downtown</i>	2		2	4	15%
Flexible and active spaces in the street that invite people to stay	2		4	6	23%
<i>Evening programming for all ages</i>	0	1	3	4	15%
<i>Social ground floor amenities</i>	0	1	0	1	4%
<i>Mood lighting</i>	0	1	4	5	19%
Winter season celebrations	0	1	5	6	23%
Greening				24	
<i>Pockets of green using low-maintenance plantings</i>	0		1	1	4%
Lush tree canopy	2		5	7	29%
Native plants that support biodiversity and improve microclimate	1	1	8	10	42%
<i>Green infrastructure integrated within streetscape</i>	1	1	3	5	21%
<i>Practical design for high volume corridor</i>	0		1	1	4%

Appendix C Open House – Collage Activity Results

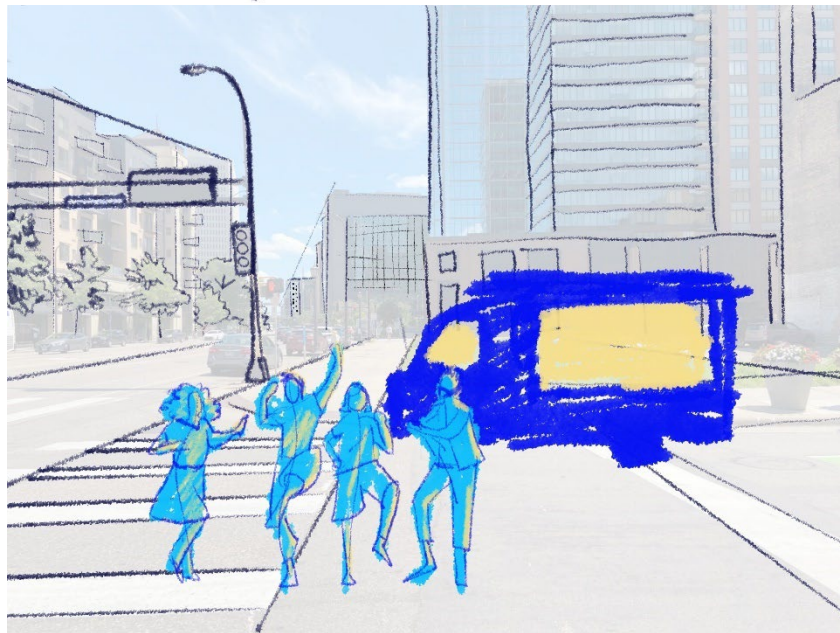
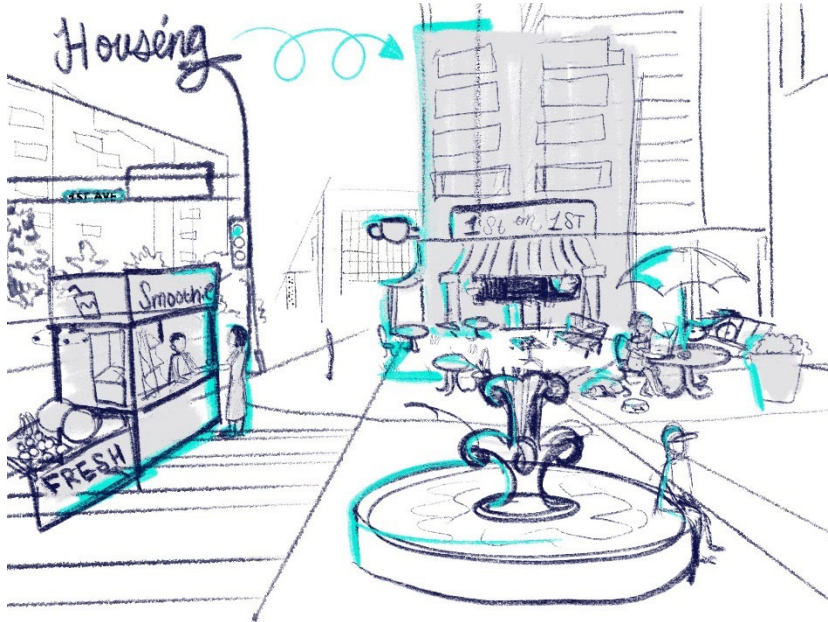








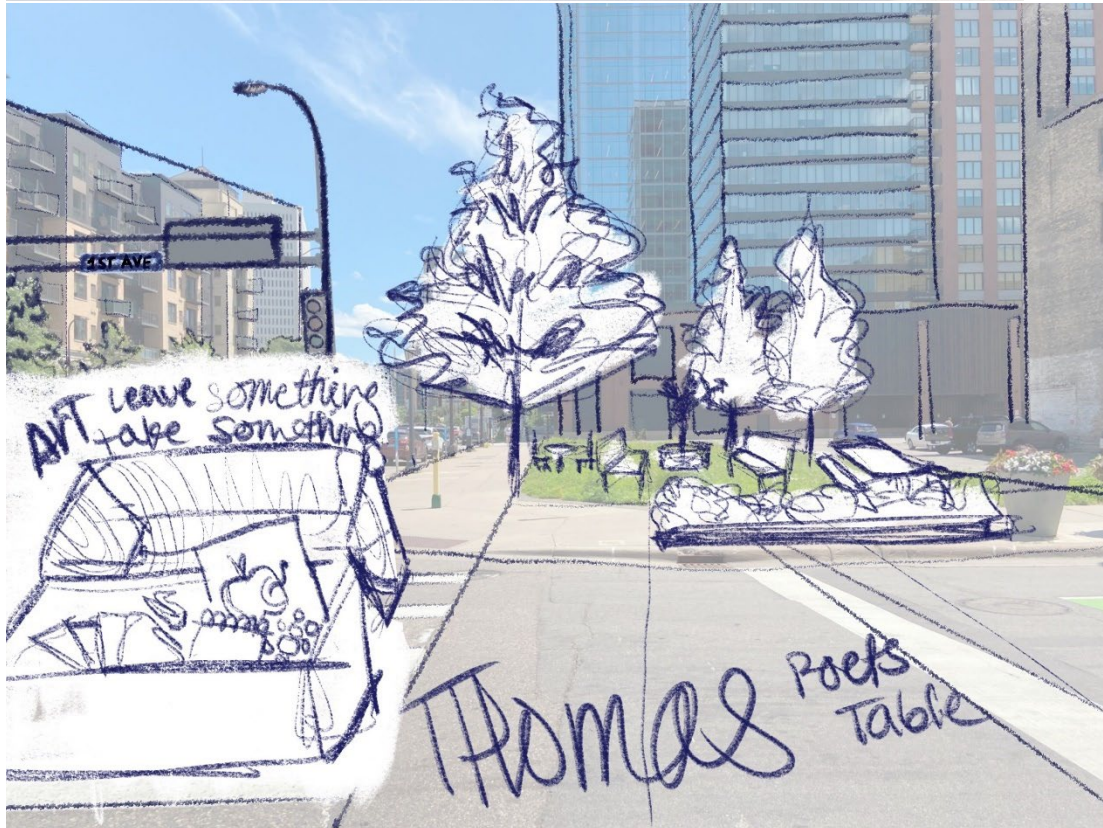
Appendix D Open House & Pop Ups – Artist Live Sketching Results





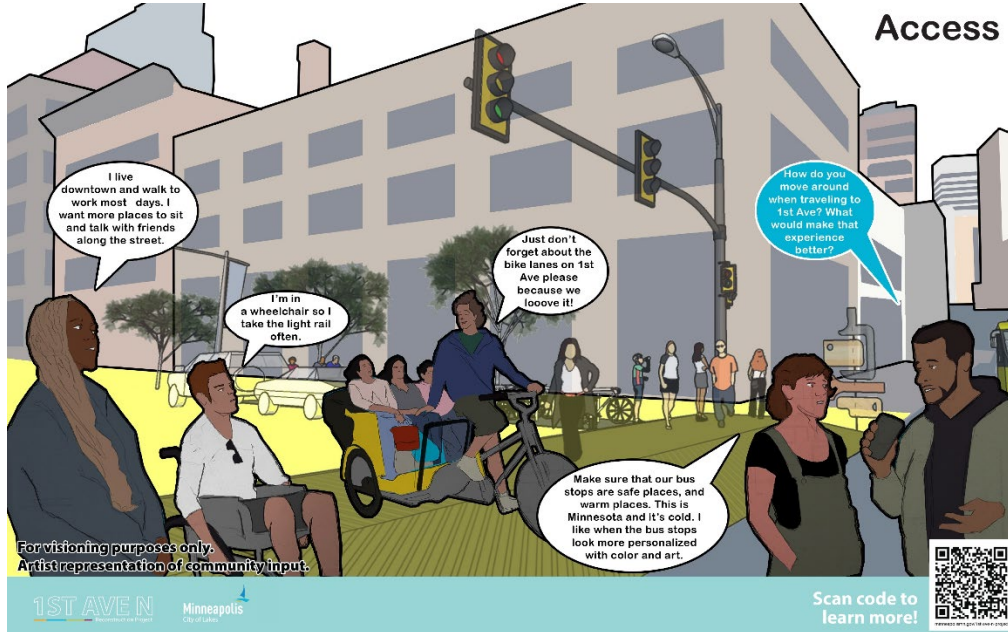








Appendix E Comic Representations of Engagement





For visioning purposes only.
Artist representation of community input.

1ST AVE N
Reconstruction Project

Minneapolis
City of Lakes

Scan code to
learn more!



For visioning purposes only.
Artist representation of community input.

1ST AVE N
Reconstruction Project

Minneapolis
City of Lakes

Scan code to
learn more!





1ST AVE N
Reconstruction Project

Minneapolis
City of Lakes

Scan code to learn more!



1ST AVE N
Reconstruction Project

Minneapolis
City of Lakes

Scan code to learn more!



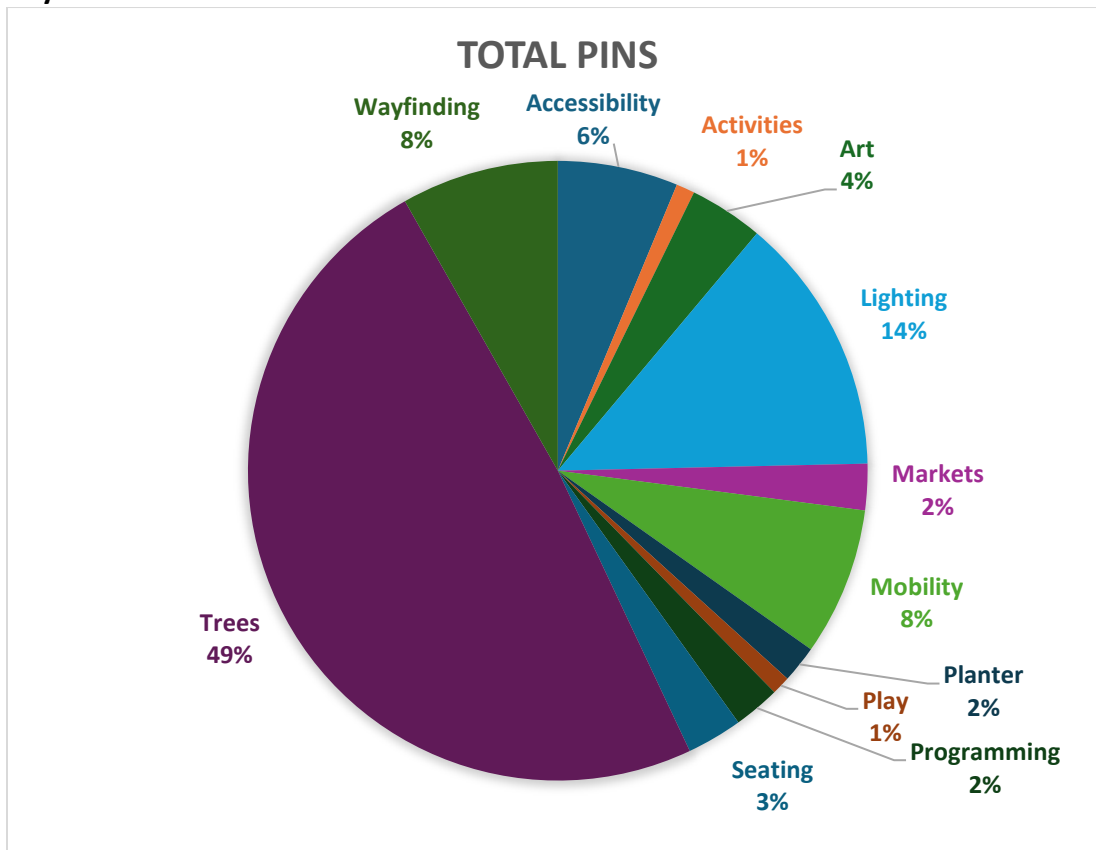
Appendix F Interactive Mapping Results

The interactive mapping platform allowed for both pins of project goals to specific locations on the corridor and comments for specific details. The map summary is on the following page (pg 42-43). Comments are listed below:

- More motor bikes over scooters and bicycles.
- Seating near prince mural
- Add a curb separated bike lane. Sick of police causing traffic safety problems by parking in the bike lane.
- Truly, this whole parking lot shouldn't exist. This should be a multi use high rise. Add public parking on the first several levels with retail space on corners. Cafe's, boutiques, bars, etc.
- More trees! They help cool down our city and make us happy! :)
- Boulevard tree in a planter that doubles as bench seating
- Bench seating with downlighting under tree canopy
- This surface lot should be a public park!
- Bike parking for LRT
- This surface lot should have more green along the edges or turn into a public park
- Great view of Bob Dylan mural from here
- This activity map is really cool - i love how i can interleave my suggestions with other people's placement of trees and art!
- Pocket Park near the Light Rail Station!
- Wayfinding towards Ramp B Transit Center
- Wayfinding towards the skyways
- Wayfinding towards the skyway entrance
- Wayfinding towards Minneapolis Farmers Market
- Wayfinding towards North Loop
- Wayfinding towards North Loop and Light Rail
- Gateway to Downtown/Warehouse district; could be an archway over the street!
- Unsafe driver speeds here - can we calm traffic with neckdowns/curb extensions, and in the future make street two-way?
- I love this storymap and how I can build off other people's placement of trees and lighting!
- Make sure alleyway is well lit
- Pedestrian access to Ramp B transit center is awful. The entrance door explicitly prohibits pedestrians from crossing the street to get to it. There's no mid-block crossing, and it feels like a car sewer.
- Pedestrian access to Ramp B transit center is awful. It feels like a car sewer.
- Improve wayfinding to Ramp B transit center
- Wayfinding from Ramp B Transit Center to 1st Ave/Downtown
- Add a bike lane here - the bike lane ends spontaneously after 7th St!! It should continue all the way to Ramp B Transit Center/Washington Ave!
- Add a bike lane here on 2nd Ave N - the bike lane ends spontaneously after 7th St!! It should continue all the way to Ramp B Transit Center/Washington Ave!

- This would be an awesome place for a gateway arch welcoming people to Minnesota's "Sports District"
- Would love a European style open air market here!
- Put a stage here for concerts/performances with a SUPER COOL backdrop of the Bob Dylan mural
- Put a stage here for concerts/performances with a SUPER COOL backdrop of the skyscrapers
- Wayfinding to Target Field, Nicollet Mall, and the Light Rail
- Wayfinding to North Loop, Target Field, Nicollet Mall, the Light Rail
- Wayfinding to the Riverfront North Loop, Target Field, Nicollet Mall, the Light Rail
- Wayfinding to the Riverfront, North Loop, Target Field, Nicollet Mall, the Light Rail, Mill District
- Wayfinding for people getting off the light rail to Target Field, the Riverfront, North Loop, Mill District, Nicollet Mall, the Light Rail
- Wayfinding to the Riverfront, North Loop, Mill District, Nicollet Mall, the Light Rail

Key of Features:







Appendix G *Abridged Notes From Walking Tours & Listening Sessions*

Nighttime Economy Notes

Ride-Share Hubs: Consider designating rideshare hubs located on side streets off of 1st Avenue. 4th Street is particularly used for this purpose due to easy access to Highway 394.

Consider 2nd Avenue: A more circular flow of traffic from 2nd Avenue to 1st Avenue should be considered with everyone going the same direction. The full load of visioning doesn't need to be borne by 1st Avenue alone—2nd Avenue is another viable option.

Apply lessons learned from other bike path initiatives. The previous iteration on 1st Avenue North did not work well, where cyclists had to use the curb and drivers had to park in the middle of the lane, which made it so cars got stuck behind parked cars. Avoid the bike path model on Hennepin Avenue, where interviewees indicated it felt strange to use a bike on the sidewalk. Further, pedestrians consistently use the designated bike path on Hennepin Avenue.

Add more security cameras and integrate security cameras into new lighting infrastructure. Work with MPD's Real Time Crime Center to identify current blind spots that need addressing with additional cameras.

Trees and Visibility: There is a need to be mindful of potentially obscuring security cameras. MPD's Real Time Crime Center relies upon clear lines of sight to be able to monitor 1st Ave North.

Party Buses were observed dropping off passengers on side streets.

- Uber/Lyft and Taxis use side streets to pick up passengers.
- Pedicabs were observed to be stationed next to the street closure for Warehouse District Live.

Nighttime employees: Based on anecdotal interviews, many employees of bars either walk or use a scooter to come to work, then Uber home. Or they prefer to park in on-street parking or surface lots close to their place of work. Business operators often make a practice of walking female employees back to their cars at the end of the night shift, especially after bar close.

Some hospitality industry staff interviewed expressed frustration with what they perceive as a hands-off approach by police. Some staff interviewed expressed the belief that police don't care about low level nuisance activity and will not intervene even when shootings happen. This perception perpetuates the widespread belief that people can get away with anything in the Warehouse District.

Vision

DID Ambassadors Well-lit pathways with consistently wide sidewalks and organized systems for storing scooters. Pedestrian paths should be made of smooth, even material to allow for easier clean-up. Aesthetically pleasing gates that can be opened and closed for street closures should be seamlessly incorporated into the street's permanent infrastructure. Placemaking banners can be hung from poles or light fixtures to brand the Warehouse District as well as promote upcoming events and sports games.

Vision Board Comments

- Thumbs up comments
 - ADF! (**Pedestrian Focus, Access, Greening**)
 - Love the focus on A, C, F – I also like the others but focus on those 3 (**Pedestrian Focus, Neighborhood Amenities, Greening**)
 - Residential, make people stay not just events, Active throughout the day and year
 - Close down the street like for WDL. Include the block with the hotel.
 - Have a place for people to spill out and hang around after events
 - Remove bike lanes, not necessary – Bikes are pushed onto the street because of valet parking
 - Benches
 - Water features that are active
 - Kit friendly – splash pad
 - Like Peavy Plaza
 - Target plaza gets super hot in the summer – Add more greenery cooling features
- Not up or down comments
 - Connect with the rest of the neighborhood
 - Protected bike lanes and accessibility!

Open House Comments

- Desire for overall outcome to be like Barcelona superblock concept

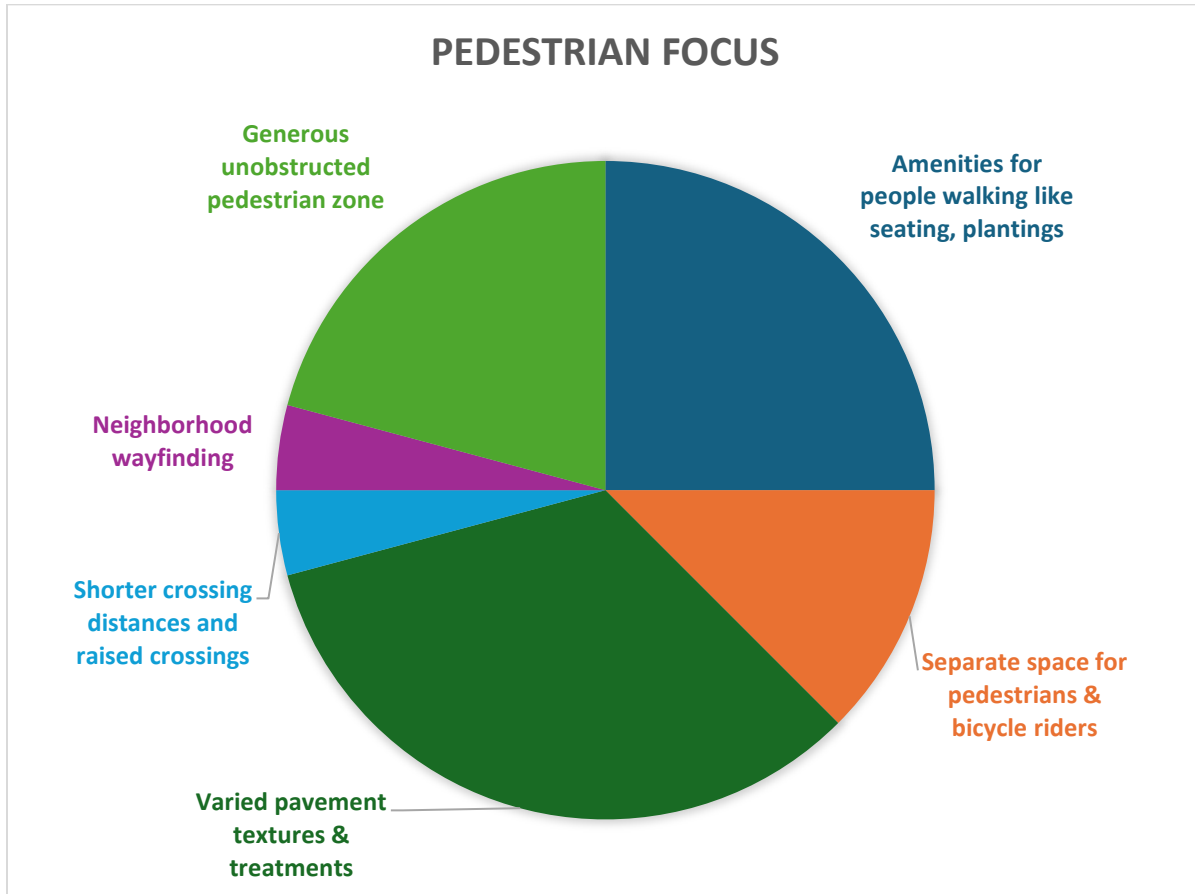
Activity at Learning Tuesday

- **Thumbs up: 6**
 - *Lighting and better sidewalks*
 - *Colored text that highlights the main themes*
 - *Just want improvement*
 - *Public restrooms and showers for the homeless & people that need it*
 - *Connecting residents and visitors*
 - *Walkability #1*
- **Middle: 4**
 - *Places to sit will be important*
 - *Color-coding is great*
 - *Smallish events for locals (for people who come downtown)*
 - *More about kids / families. Enough focus on nightlife*
- **Thumbs down: 2**
 - *Daytime life + activation*
 - *Furthest N routes that is not freeway entrance. Barrier to getting farther north.*

Operations comment - Community safety infrastructure needs to be more visible in goals

Goals

1 - Pedestrian Focus



DID Ambassadors

- Larger spaces for people to get by.
- Simple concrete on the surface
- Level surface is ideal for cleaning.
- Pedestrian-level lighting positioned down
- More wall-mounted lights attached to buildings
- Lighting needs to be located high enough and out of reach
- Lighting to illuminate alleys and stairwells to deter unwanted behavior.
- Activate pathways to parking ramps A, B and C.

Nighttime Business

- Scooter corrals on every block
- Seamless pedestrian lighting
- Digital Wayfinding

- Street sign oriented to pedestrians

Learning Tuesday

- Leave the openings - shortcuts. Art in alleys.
- Lighting on Nicollet during Christmas as example of good lighting
- All seasons
- Water feature
- "This is the comfort zone" - the social meeting place

Daytime Business/Property Owner

- Property owner role in maintenance
- Heavy foot traffic and restrooms
- Alley between properties – no one uses alley – could be private use
- Working together with public works and property owners
- Loading and parking understanding essential
- Tel-com - better access points with new services over time to be anticipated (not make new holes/cuts to service that create the patchwork we have today)
- Old Loading docks – significant features in historic district
- Custom approach

Technical & Operations

- Alley opportunities
- Left turns bad for safety
- Street lighting overhead - to the side - special at WDL
- Wayfinding to skyway
- Lost & Found, first aid location, kiosk
- Not makeshift - pop up tent - kiosk - welcome center on Nicollet as example
- Lobby of Kohls Center could be a spot to activate with welcome center.
- Interactive kiosks - include bathroom wayfinding
- Ped - Downtown over 40 - not going because not safe. Younger audience feels safe enough. Lifestyle experience - romantic café, sports tourism, needs curation. Beyond Minimum. ADA compliance important to be welcoming.

Catholic Charities

- What has been your experience with 'seating' on 1st Ave N?
 - There are not a lot of places to sit
 - When there are places to sit, it feels vulnerable and out-in-the-open
 - There is not much shade
- Walking:
 - Tripping hazards

- Curbs can be difficult for scooters
- Better connection to skyway
 - Private security allows some time but get kicked out eventually
- Winter: it's not bad - slippery

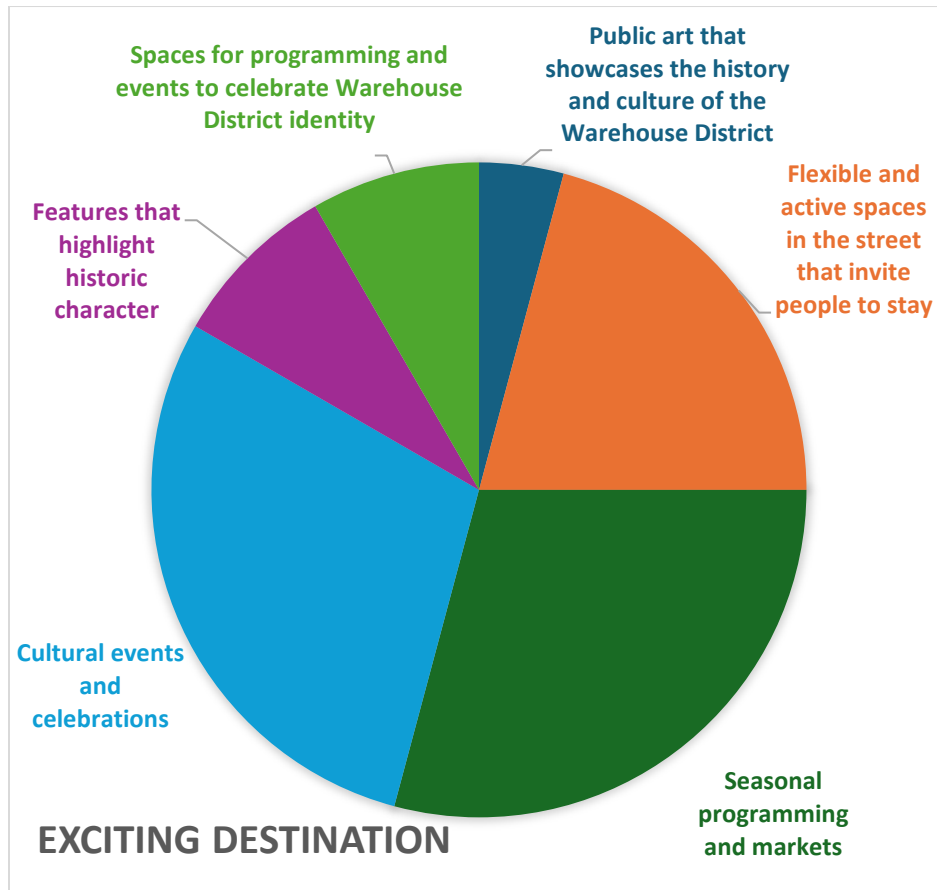
Apartment Residents

- What makes walking easy?
 - Walk to park, museum
 - Shade trees, greenery
 - Peace/quiet – can be very loud, echo, noise

Open House Comments

- Not a problem if no cars [re: shorter crossing distances and raised crossings]
- Protected/dedicated bike lane run N/S
- More space for walking – street, one-way
- Separate space
- Make it 100% pedestrian & bikes
- No Cars. Big pedestrian avenues.
- Proper lighting at night in winter
- Use textures to communicate that cars are guests in the ped areas. (xxx)
- No cars
- Loading on 1st Ave is critical for businesses
- Shading from sun and protection from winter elements is more enjoyable for pedestrian
- Tables with seating for lanterns and preshow dinner pic-nics would be nice
- Like large public squares/boulevards in Europe
- Clean up the riff/raff & aggressive vagrants
- Think about size. A x x for a car is too big for people split it up bring something to the street for people.
- Uber drop off is important

2 - An Exciting Destination



DID Ambassadors

- Integrate place-making banners on banner-specific poles or light fixtures with horizontal rods

Nighttime Business

- Banners on poles
- Colorful, bright lighting that conveys fun energy
- Use historic light fixtures that attach to buildings and light up historic architecture

Learning Tuesday

- Historic character - should talk about plaques
- Reinforce district identity "welcome to warehouse district"
- More of the interactive screens at gateways
- Pictures with First Ave Stars and Prince mural

Daytime Business/Property Owner

- Manned restrooms and Staffing at Ramps

- Movable = throwable
- Don't need biking on every street – bike guy
- Businesses want to control seating
- Desire for café seating for businesses – very popular – 4-6 businesses

Technical & Operations

- Corridor is “visually dead”
- There are no incentives for property owners to fill ground floor spaces, particularly smaller spaces where the numbers might not work.
- We need the Champs alley back!
- Eliminating car/ped conflict
- ADA compliance – doesn't always translate to “welcoming” - need to go above minimum to be welcoming to people with disabilities
- Need to prioritize ped lighting – warrants rather than just for cars
- WDL safety kiosk for wayfinding would be nice vs temporary tents
- De-emphasize skyways except to connect to parking – more peds is good
- Goal is pretty broad – younger gen isn't worried about safety, others are

MYC Youth

- Art, sculpture, enliven
- Hennepin is great
- Purple sidewalks

Pedicab

Improve 1st Ave to create something special, like Saturday Night Live or Friday night karaoke but leave a space for pedicabs to move through. There could be a dome, with a stage, and an ice rink for skating under the Prince statue or Bob Dylan statue. Make Minneapolis a point of attraction and have programming throughout the year. Artists can have paintings in the dome, with music. This would be a good opportunity for the City to make money and create a good attraction. Make it amazing. Enable people to cook food, have a hand washing station, circle with tables, and street vendors.

Catholic Charities

- Arts: lean into artistic side
 - Unique compared to Nicollet, Hennepin
 - Identify: Vibrant, artistic
 - Artistic gateway
 - Light up sidewalks
 - LED street signs
 - Need more streetlights

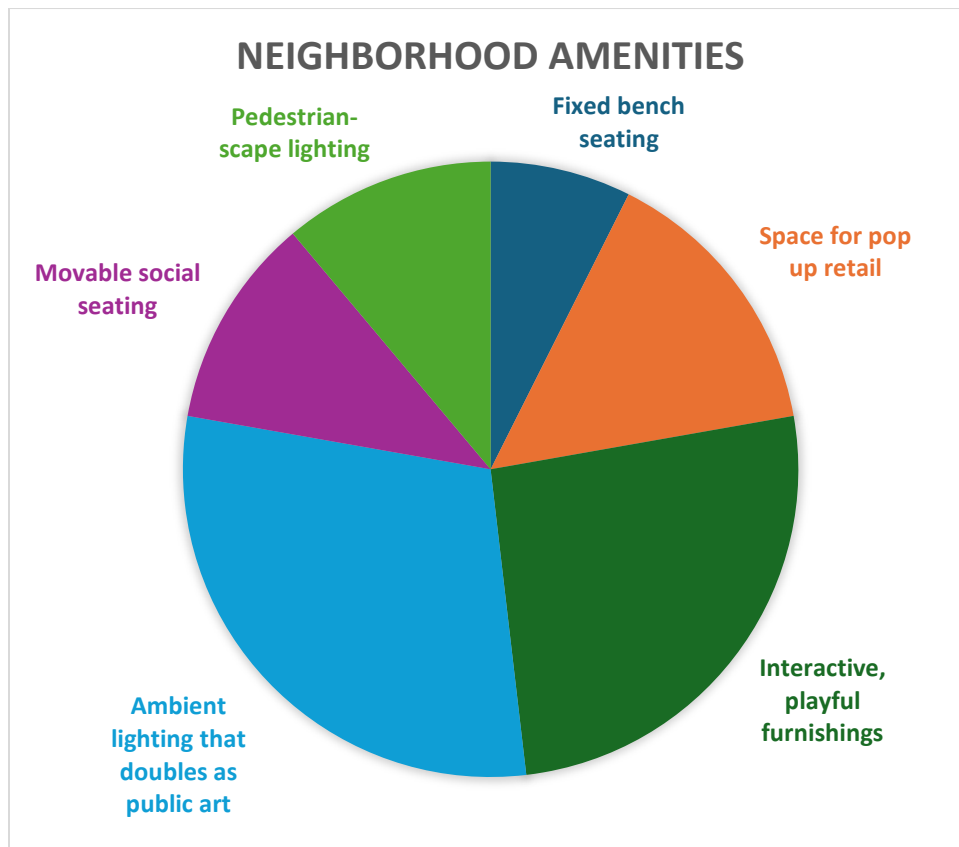
Apartment Residents

- What could attract friends to come visit?
 - Moving theater, free, outdoors
 - McDonalds [restaurant, affordable]
 - Music, stage, outdoor
 - Mural/artwork
 - Historic signage
 - Hennepin is good – more options, lively
 - Like hanging out on 1st Ave N because its where I live
 - Places (Depot restaurant) – affordable prices, friendly people, reasonable food
- What to do when kids visit?
 - Mall of America
 - Twins Game
 - Double dutch (on sidewalk)
 - Chalk drawing

Open House Comments

- Yes! Winter programming with wolves games!
- Having more people walking around makes a place more exciting!
- Can businesses lease/use the middle of the boulevard for seating?
- Build up sales tax for public over/ask. Not privatized. Elevated stage platform?
- Meeting up with friends
- Incentives for small business to stay open
- More free and family friendly events
- Blend public & private spaces, create more seamless transitions
- Sales taxes bank for buck please
- Space for outdoor serving
- Businesses should be “open” so people can see people working
- Music! Community playing music together
- More cultural events! Now, dominated by sports, events & unmentionable activities
- Seasonality! Functional during winter but fun during summer

3 - Neighborhood Amenities



DID Ambassadors

- Bolt trash cans permanently to the sidewalk
- Follow up with police department to find out if trash can locks are still required
- Communal trash receptacles (smaller than a dumpster)
- Pizza-specific trash receptacles

Nighttime Business

- Install trash and recycling bins on every block.
- Pizza box-specific recycling receptacles.
- Avoid use of reclining furniture
- Encourage outdoor seating patios for customers, but not general public seating
- Umbrellas will be necessary to shield guests from the sun.
- Street furniture would require storage at night
- Work with the parking ramps to open up public restrooms for which there is already infrastructure. Explore how to designate security to monitor the restrooms so they don't become destinations for people to vandalize.

Learning Tuesday

- Sort of family/kids game, with outdoor games/activities – permanent structure

Daytime Business/Property Owner

- Leading pedestrian intervals – 880 signals downtown all sync with each other and the light rail
- City is going to do analysis of signals, especially if a one way option is considered
- Queuing and movement factor into signals, balancing flow and speed management principles for safety.
- Prefer one way traffic
- Traffic backed up onto Washington yesterday for Twins game
- Restaurants and bars – one way prefer – when asked why Nancy said “better flow”
- Challenges of one way is speed – crash safety issues
- Light rail interaction – a bit wonky angles of intersection, double threat?
- Short Term parking – office, retail restaurant want access. Late night, valet pickup best at bars given safety issues. Food truck option on each block? Not every block is the same. Kitchen spaces inside – even if not currently rented.
- Three two story – need parking, retail
- 1st to 3rd – might as well be highway – good to slow it down, people speed 80 mph
- Solution – light timing?
- Sidewalk is property owner’s responsibility to maintain. Owners bear expense of concrete – city patches with asphalt. Future pavement types need to consider.

Technical & Operations

- Restrooms – no one really knows they’re at WDL
- Envision more residents and how to find a balance
- World of lighting design is not of control – magical
- What’s that “welcoming” state?
- String lights add to a cozy, welcoming atmosphere

MYC Youth

- Grocery Store
- Need seating

Catholic Charities

- Urinating – what else are we supposed to do? Trees, Alleys, Trashcans...
 - No public options, including in trains and other infrastructure ‘improvements’
- Housing: Warehouse District used to have \$200/month rooms

Apartment Residents

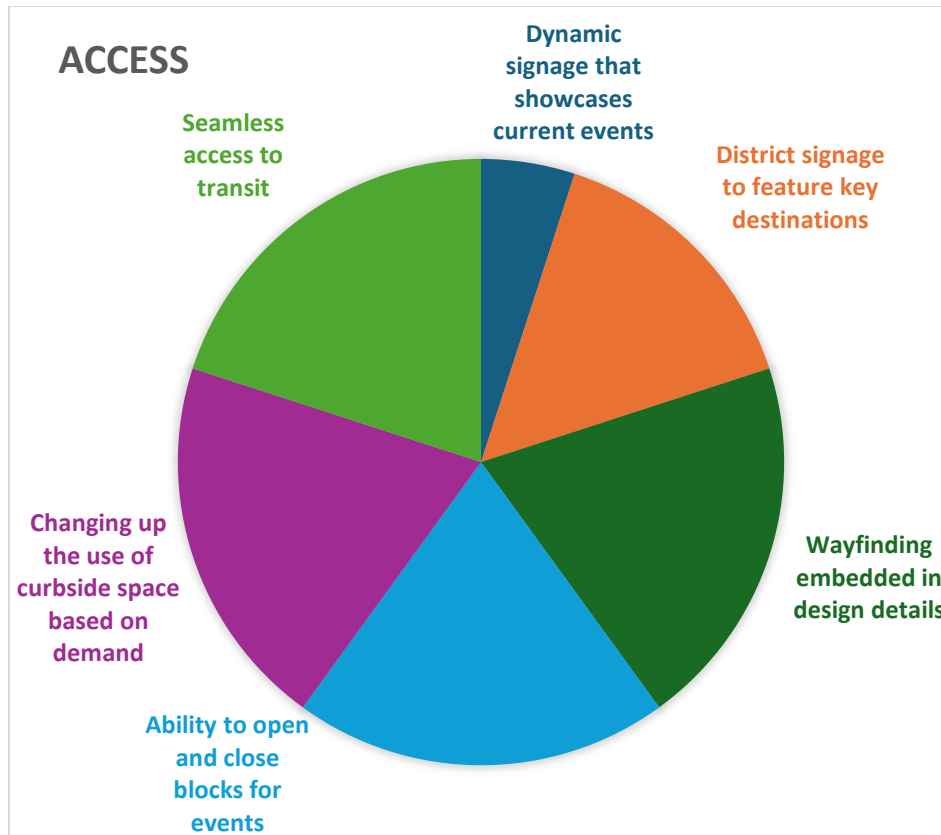
- What's your experience been living in the neighborhood?
 - Transit is convenient (in both directions)
 - BBQ in alley
 - House cat that doesn't like to go outside
 - No parking in front
 - Buses idle outside window w/exhaust
 - Paid parking
 - Confined space – not much room to widen for cars
 - Bikeway on Hennepin – difficult priority w/peds
- Are there elements that should be added to the street/neighborhood?
 - BBQ
 - Bathroom
 - Trees
 - Grass
 - Benches – not a lot of places to sit
 - Daily needs
 - Target
 - Hospital
 - Solo store
 - Would be good outside apartment door
- What elements do other buildings have? (Continental building)
 - Courtyard (!)
 - BBQ on site
 - Outdoor games, bags
 - Dog walking, pooping – dog park
 - Restrooms (people ask to enter Lamoreaux for restroom)
- When unhoused, what would you have wanted on 1st Ave N?
 - Tiny houses
 - Water
 - Restrooms
 - Showers
 - Drinking fountain
 - Big trees (or resilient trees)
 - Heat source
 - Trash cans

Open House Comments

- Seating at bus stops
- Bus stops with shelters
- Pop up shop for everyday things
- Clean! Bathrooms! Safe! Public!

- Not just flexible seating. Chess tables. A spot for two to eat lunch
- Farmers market? Bike repair spots? Community gardens
- I walk home from concerts.

4 - Access



DID Ambassadors

- Install scooter corrals
- Investigate geo-fencing for scooters so that riders can't use sidewalks and limit speed
- Explore consequences to place accountability on the last rider

Nighttime Business

- Some police officers and hospitality business owners/operators expressed a preference for one-way traffic heading south towards Target Center.
 - intoxicated people know the direction of traffic
 - Rideshares would be able to pull over on either side
 - Concern about cars speeding
- 2nd Avenue is another viable option to support all the needs in the district.
- Consider Current Police-Initiated Street Closures
- Consider designating rideshare hubs located on side streets off of 1st Avenue
- Freeway currently backs up on 1st Avenue
- Delivery Trucks use alleys to load/unload
- Flexible uses for on-street parking to allow for delivery loading, metered parking, possibly valet

- Maintain some on-street parking to anticipate the need for curbside pick-ups, especially near Pizza Luce.
- Keep on-street parking so patrons can park close to the business where they'll be patronizing
- Apply lessons learned from other bike path initiatives – no preferred style.

Daytime Business/Property Owner

- Leading pedestrian intervals – 880 signals downtown all sync with each other and the light rail
- City is going to do analysis of signals, especially if a one way option is considered
- Queuing and movement factor into signals, balancing flow and speed management principles for safety.
- Prefer one way traffic
- Traffic backed up onto Washington yesterday for Twins game
- Restaurants and bars – one way prefer – when asked why Nancy said “better flow”
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- Short Term parking – office, retail restaurant want access. Late night, valet pickup best at bars given safety issues. Food truck option on each block? Not every block is the same. Kitchen spaces inside – even if not currently rented.
- Three two story – need parking, retail
- 1st to 3rd – might as well be highway – good to slow it down, people speed 80 mph
- Solution – light timing?
- Sidewalk is property owner's responsibility to maintain. Owners bear expense of concrete – city patches with asphalt. Future pavement types need to consider.

Technical & Operations

- Thinking through side streets, 5th St confusion in traffic
- Uber/Lyft Congestion
- Pay attention to Target Center and crowd egress
- Wayfinding into skyways is important

MYC Youth

- 4th Street green buffer between sidewalk/bikeway
- Bikeway to make sidewalk bigger
- Nervous to get hit

Pedicab

- When cars are not allowed to go through, this jams up traffic for everyone, especially people coming from Target Center and it complicates the driving situation.

- 1st Ave N needs a permanent activation of storefronts. WDL is a good idea but 1st Ave N is not a good location for closing off. 2nd St and the North Loop area are better for a pedestrian plaza. It would be pointless if 1st Ave N is blocked off for activity but people can't access it.
- We need a ROW that fosters private investment, is active at all times, has a natural urban space that's inviting, not just one event to activate the street every now and then.
- Pedicabs prefer having bike lanes or some sort of dedicated space.
 - Uber/Lyft think the bike lane is a parking lane. They would like for the bike lanes to be painted in a different color or for signs to be put up.
 - They are okay with sharing the space with pedestrians sometimes, but bike lanes work best.
 - A shared street will not work either because it will turn into a parking lot on the street.
 - A dedicated space for bikes, scooters, and pedicabs is great – better if elevated. They do have the right to be in the driving lanes.
 - Have a cycle track that is bi-directional, separated, and wide enough for emergency vehicles to use.
 - Nicollet Mall security uses golf carts.
 - Would be great if the signals can stay on a little longer to clear traffic, when going south on 1st Ave and you want to take a right on cowboy.
 - How are traffic patterns/management enforced during events? Pedicabs need to be incorporated into the decision making.
 - In Phoenix, AZ, pedicabs have their own lane (temporarily) to get people in and out of the stadiums (temporarily) using pedicabs.
 - Traffic flowed better when 1st Ave N was a one way.
 - Grade-separated bicycle lanes running next to each other in opposite directions.
 - I don't like unrestricted private car access to 1st Avenue. This leads to congestion.
 - A separated cycle track that excludes cars could also double as an access lane for emergency vehicles. It would need to be wide enough, perhaps with bicycle and pedicab lanes running north and south, and directly next to each other.

Catholic Charities

- Public Transit: connections from 1st Ave N on the table
 - Person hit by train recently – concerned about getting hit
- Biking: vulnerable

- Feels like you get pushed out by cars, cars turning right
- Drivers don't care, drivers speed around corners
- Bikers don't keep to the bikeway
 - I do what I need to do to feel safe. When it feels unsafe elsewhere, it makes most sense to bike on sidewalk
- Uber/Lyft provide rides but sometimes hard to get dropped off at door

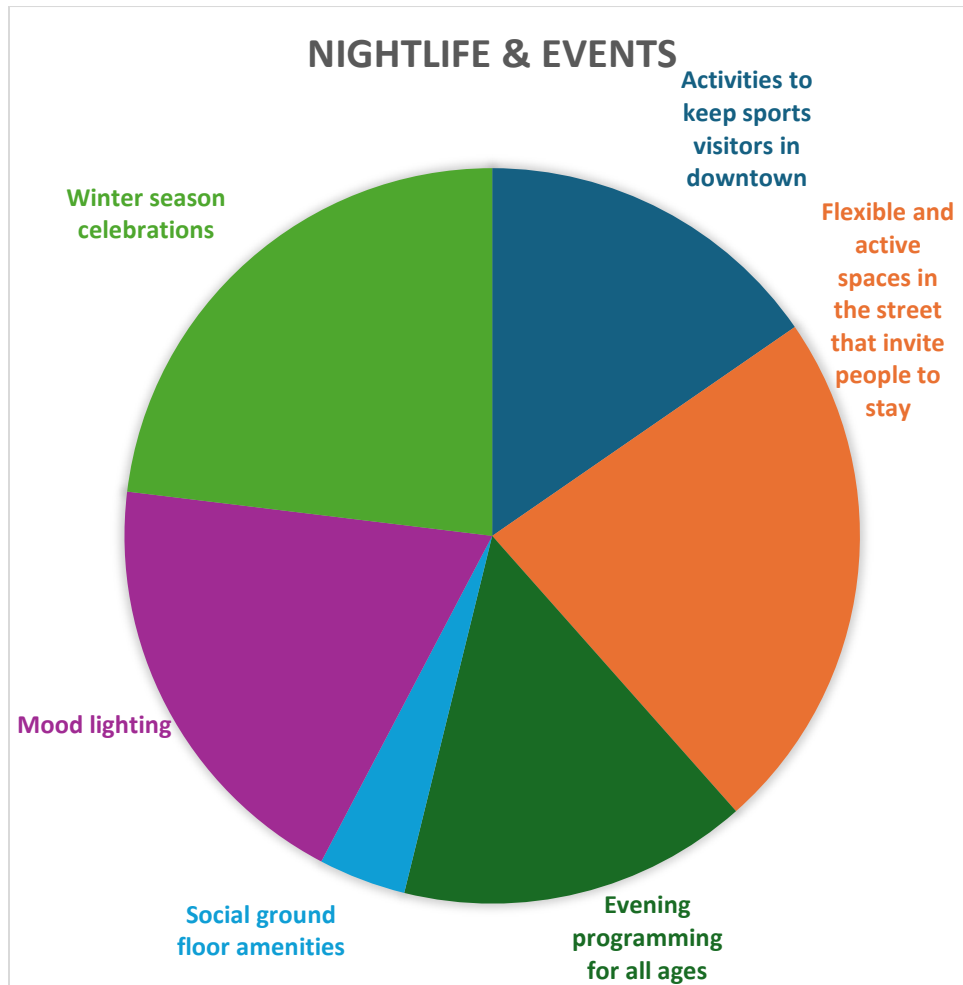
Apartment Residents

- Where do guests park? Short term
 - Meters
 - Ramps feels long term
- How do you get around? Transportation options?
 - Bus
 - Feels like more pedestrians than car traffic at times
 - Transit, LRT convenient
 - Greyhound moved further away to 3rd Ave N

Open House Comments

- Plenty of bike storage in HIGH VISIBILITY Area
- Most of my friends don't take the bus. It helps to have info so they know more – xxx
- Let businesses have large signs that overlook the street
- Pick up/drop off & loading more than parking
- Light rail go under so that we can have space above as green space
- Light rail extended hours and better safety

5 - Nightlife & Event Operations



DID Ambassadors

- Permanent, aesthetically pleasing gates

Nighttime Business

- Install permanent electric sockets for light and sound equipment at events.
- Add more security cameras and integrate security cameras into new lighting infrastructure.
- Anticipate the need for wide enough sidewalks in front of businesses to allow for rope stanchions for line queuing, smoking areas, and pedestrians to pass by.
- Event barricades need to be crash resistant more aesthetically pleasing
- Install a physical barricade and increased signage to prevent people from turning onto the light rail tracks

Learning Tuesday

- Small outdoor stage specific for local talent/community, smaller event space; sanctuary: yoga, musician, small event gathering

Daytime Business/Property Owner

- Timberwolves/Lynx relocation

Technical & Operations

- Power, barricades, lighting levels to make space festival ready. Reference Blink Festival. Desire to be "festival ready"
- Sea of lighting designers unleash on corridor - magical and inspiring
- Shift thinking from eliminating their fun to create safety, to become welcoming environment to create safety

Sharing Nighttime Tour observations

- Good to see the limitations of the corridor with the volume of pedestrians.
- Weather is a big factor to the level of activity – people will come out of spaces all at once to get to their vehicles.
- Improved community safety infrastructure should be a goal that we're missing.
- WDL area – people were sitting on curbs, planters, steps to eat. They might also wander into alleys.
- Hennepin and 1st Ave are like two pieces of bread in a sandwich – we forget what's in the middle. We need to think of the east/west corridors.
- We want to see more light rail operations since it was closed when we were out.
- We felt most unsafe on the corridor with turning vehicles.
- WDL needs to bring gas generators and barricades – these should be embedded into the design.
- We don't do enough lighting for sidewalks.
- There aren't places to escape when weather comes quickly.
- Nighttime business users come around 12:30, people who have no business being there start coming around 1:30.
- Is there a place people can go if they feel unsafe? Weather is like gun shots – people just scatter.

Pedicab

- WDL brings a lot of activation and draws a different crowd of people and stay. It is welcoming and inviting and has lots of food options, but this is only a good temporary solution.
- Closing the block between 5th and 6th complicates things for pedicabs because,
 - Pedicabs are not allowed to pass through.
 - They have to take a longer route and go around the block.
 - The one ways downtown makes having to go around the block more challenging.

- Pedicabs transport people with walking and back problems. When the street is closed, they have to drop people off, especially people with disabilities, far away from their destination.

Catholic Charities

- Turn up
- Being robbed, loosing things
 - Possibility of local lost-and-found?
- Gets Dark by Butler Square (dark/light block-by-block or less)
- Could have police walking around
- 1st Ave N is cool
- Don't like walking at night because its hard to see – lighting would help
- Need to attract older generation too
 - Want more activity on street
 - Used to hang out it in the 80's

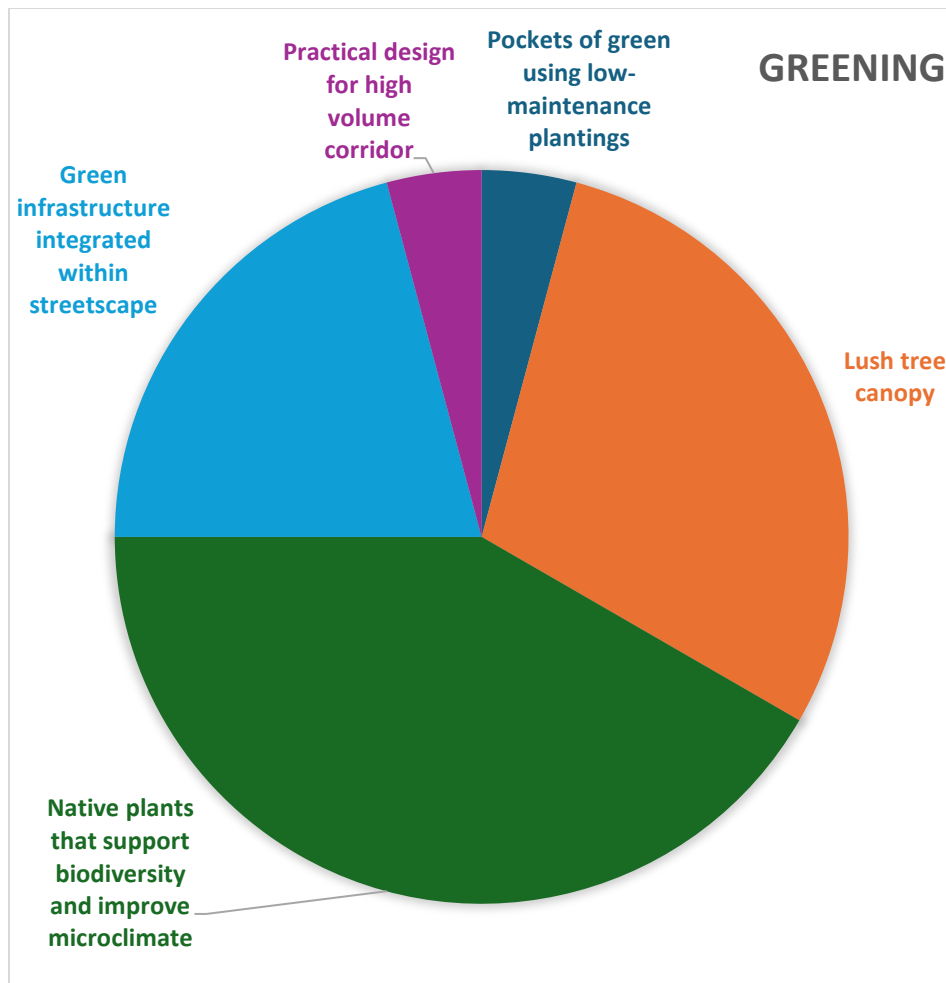
Apartment Residents

- What happens with street events?
 - Love when streets are closed/events
 - Some crime concern
 - Farmers Market – liked, used to have, food stamp accepted
 - Peavy Plaza used to attract more
 - Food truck
 - Parades
 - Positivity

Open House Comments

- Food truck events
- Worried at night street getting jumped
- Dinkytown has good winter lighting.
- Think of Nicollet when think about events...not mostly 1st ave
- Chess tables, young people, old people, speaker with tournaments
- Table tennis, literary events, events that bring people together
- Programming, library could do Storytime event
- Loss of funding for programming – concern about loss of opportunities to present work
- Ice rink? Temporary permanent – could be a cool spot in summer too
- I am basically never worried about safety, possibly this is male privilege? Imagine lighting and get more people

6 - Greening the Corridor



DID Ambassadors

- Fenced off greenery
- Structurally embedded tree grates that can withstand both pedestrian weight and car weight.

Nighttime Business

- Consider adopting the model of the existing planters on 1st Ave N adjacent to the Butler Square parking lot.
- Greenery up high is ideal
- Trees - mindful of potentially obscuring security cameras.
- Tree Types - survive without much sunlight (if blocked by buildings)
- Tree Wells need to withstand potential weight from safety vehicles that may park on sidewalks.
- Avoid further use of low-lying “rain beds” like on 4th Street, instead “flexi-pave” over tree roots in for active social district.

Learning Tuesday

- Santana Row in San Jose has rolling planter to close the street, Pacific Garden in Santa Cruz is nice; Edible plants, cherry trees, drinking water
- Consider Allergies with plantings
- Earthy - people centered (not ultra modern) for the design vibe - environment people want to be in

Technical & Operations

- Greening - tree canopy - camera views. Intoxicated people tripping. Get both trees and cameras to work. Load up the x. Maintenance. Fencing around plantings - surroundings and residential south end. Nimbus sculpture fence because of drug issue - low, not inviting to sit on fencing.
- Fencing around planting beds have been game changer for DID
- Fencing around planters need to be low enough so it doesn't invite sitting
- We have to think about challenges of greening
- Avoiding camera tree canopy conflict – put cameras on lights midblock
- Pets really impact planting soil health

MYC Youth

- Barriers block green – want low greenery, sit within it
- Edible? Hydration?
- Plants/ water to calm, improve health

Catholic Charities

- What's most important related to 'greening the corridor'? Trees, Shade

Open House Comments

- Can this area partner with movies and music in the park? Not just green space, but green space for specific events that already work
- Ensure proper maintenance
- Link to river – we X3 the Mississippi
- Dedicated park space by trees, gate open, little walking paths, shady, urban picnic, etc.
- Bryant Ave accomplished this xx!
- Sustainable & Resilient
- Interesting materials, not just metal, terracotta, more brick, stone
- Change side water to permeable pavers
- Activate large parking lot – park!

Location or Stakeholder-Specific Suggestions

DID Ambassadors

1st Ave and 7th, 8th Street: Patrons of First Avenue (the music venue) line up against the wall along 1st Avenue, where the sidewalk is only about 3.5-4' wide. The area would benefit from a wider sidewalk and possibly a permanent physical barricade to manage the line queue. Richard (ambassador) will speak with Conrad, the stage manager, about what would benefit them.

- **Lofton Hotel:** Wider sidewalk needed in front.
- **1st Avenue to 4th Street (east side):** Wider sidewalk needed.
- **1st Avenue and 4th Street to Washington Avenue:** Sidewalks need repair.
- **1st Avenue and 5th Street (northbound):** Needs more lighting and possible location for greenery. (Seems very grey because of surface parking lots.)
- **1st Avenue between 5th Street and Washington Street (north side):** Needs more lighting.
- **Side streets off of 1st Avenue towards Nicollet Mall** There are a large number of people who go from Jackson's Hole (106 N 3rd St) then go to Hennepin Ave to Tom's Watch Bar (609 Hennepin Ave).

Nighttime Business

- Avoid placing outdoor seating on 1st Avenue between 4th and 5th Streets due to a sewer gas odor that emanates from the area, which the city has not been able to resolve.

Nighttime employees

- Based on anecdotal interviews, many employees of bars either walk or use a scooter to come to work, then Uber home. Or they prefer to park in on-street parking or surface lots close to their place of work. Business operators often make a practice of walking female employees back to their cars at the end of the night shift, especially after bar close.

WDL Pop Up Conversations

- Resident for 30 years - wants to see more activity. Like dance parties. Mentioned center - running bike lane that used to be on Hennepin.
- North Loop resident - wants to see more trees, more benches, more outdoor dining
- More community focused events and activities. Affordable parking that's also efficient. Not surface lots.
- Visitors from Germany for unicycle world championships. More seating curb separated bike lanes like Paris. Favorite city they've traveled - Seoul, SK.
- Art fest/events. The current place does not have an everyday attraction around for people to just come down and work while having coffee
- Traffic at cross streets with 1st Ave are way too car centric and makes access to the roadway difficult or unpleasant

- EMT driver - less traffic would make the street better - don't like having to merge quickly on 4th off 394. People don't move and slows us down. More light up seats like at WDL. Didn't know about WDL, but is here now and enjoying.
- Games music - performers and entertainment zone - come down every once in a while. Safety. Bike share preferred on the street.

Session A Ambassadors

- North end feels further from parking ramp
- North - lighting need
- Target Center side is wide with overhang - good
- 5th and Northbound - needs more - it's grey cars feels not uplifting
- 1st to 4th - bad condition
- Lofton - car drive makes that sidewalk hard - 6th to 4th - narrow
- First Ave - line on 7th - ok - line on 1st -ok but need wider - camaraderie

Session B Late night biz

- Parking - greening by lots. Sure, if maintained.
- HOT temps on North end to walk - odor from sewage. Butler Square has greening in planters (positive).
- 2nd Connect to North Loop - not safe though
- Lynx fans at skyway - 2nd as green & bathrooms location (not 1st). Skyway access.
- ULI - Parklet recommended down by Jane

Pedicabs

- One of the biggest problems on 1st Ave is the parking lot, kitty corner from TC. We need at least 10 ft from it to create more space for the street. The parking lot does not have a lot of land use. The City could use eminent domain to take a strip of land and repurpose.
- Other streets downtown that work well are: Hennepin, Washington, 4th St, Nicollet Mall (not congested and having occasional buses does not pose a problem for pedicabs).
- Elevated or separated bike lane for pedicabs
- Need continued access, an unobstructed throughfare where segments are not closed to pedicabs
- Have a section with a canopy like in Vegas – if now is the time and there's money just do it!
- The parking lot – what an opportunity for activation

Catholic Charities

- Construction
 - It is hard to navigate the streets when streets are being constructed

- We feel forced to walk in the street at times and at the mercy of drivers
- Cones get knocked over which further create confusion on where to safely be

Open House Comments

- Bike lane closest to curb then parking lane to protect
- This would become an extension of the walking space and not work well for bikes
- 1st Ave been kind of stagnant for a long time
- Maintenance – avoid the cycle of it being nice and shiny and then un-cared for
- I wanna live downtown and a better 1st ave would really seal the deal...would be cool to live here.
- Eat lunch with colleagues instead of going in skyway
- I'd like to activate this open space [Washington & 3rd]
- Give First Ave liberty to go in the street – let the musicians sell their merch, tour gear outside. Vibey night life keep artwork after a concert
- Close traffic, protected bike lane, bumpouts at intersections

Mona Illustrations & Collage Activity Comments

- Closed to all motor traffic – bike lanes, trees, local vendors – food clothing, night market, encourage live music or local djs.
- I'd drink water on the bench under the tree

Appendix H Comments Received Via Project Email & Social Media

Instagram

- Video 1
 - o 183 Likes, 12 Comments, 70 Shares
- Video 2
 - o 103 likes, 4 comments, 27 shares
- Video 3
 - o 49 Likes, 2 comments, 13 shares
- Video 4
 - o 55 likes, 2 comments, 10 shares
- Video 5
 - o 66 likes, 1 comment, 16 shares
- Video 6
 - o 68 likes, 2 comments, 7 shares

Instagram comments

- I read the plan online. It didn't really give a lot of info, other than fixing infrastructure. What's there to get excited about.
- I see you @moderndayme.
- I loved that open house!
- 1st and 2nd Aves N are the only streets in the Warehouse District not claimed by the high-end playground known as North Loop. Make 1st Avenue the street that puts people first in an equitable way.
- Cool. Now make Nicollet Mall pedestrian only
- They need to bring back "stop and frisk"
- Ooh I love the idea of parades!
- No wayyyy
- "Downtown is a vibe itself" yesss
- *Clap emoji*
- Would love to see a pedestrian only area!!
- Council member...the Lynx have been good for ages, long before the Twolves...
- That couple was so excited to talk about those memories awwwe
- I didn't know that *laughing emoji*
- Oh do I spy @blackgirlwanders?!
- @chelseacutler at First Ave – Pre-Covid was top tier

Youtube

Shorts

- 465 views, 4 likes

Videos

- Video 1 – 22 views
- Video 2 – 22 views
- Video 3 – 227 views
- Video 4 – 21 views
- Video 5 – 29 views
- Video 6 – 36 views
- Video 7 – 30 views

Subtotal (Instagram & Youtube) – 1545 interactions

Tik Tok

- Video 1 – 3430 views, 62 likes, 3 comments, 2 saves, 5 shares
- Video 2 – 1070 views, 48 likes, 1 comment, 1 save, 1 share
- Video 3 – 743 views, 32 likes, 1 comment, 1 save, 1 share
- Video 4 – 927 views, 49 likes, 3 comments, 2 saves, 1 share
- Video 5 – 698 view, 31 likes, 2 comments, 1 save, 2 shares
- Video 6 – 809 views, 37 likes, 3 comments, 1 save

Tik Tok Comments

- Too bad the boy mayor loves vetoing good ideas
- Wow
- Why am I following this account
- (spam comment)
- You should consider adding a summary with graphics after the first clip or two to explain the project 😊
- We love dupont ave st in downtown
- Warehouse District Live is pretty tame compared to the Hennepin Block Party or Luce Block Party
- <3
- St. Paul can't even clean the pigeon poop off its sidewalks

Subtotal – 7967 interactions

Total – 9512 interactions