

Welcome / Bienvenidos



Project Vision / Visión del proyecto



Advance health equity in Minneapolis



Create a low stress place for people to walk and bike



Provide green urban space as an area for recreation and community connection



Engage and work with the community throughout the planning process

Project Timeline / Cronología del proyecto

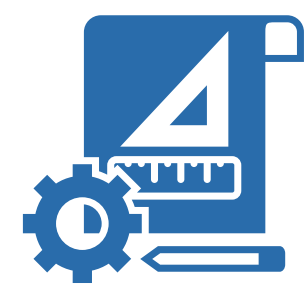
PLANNING

2024-2025



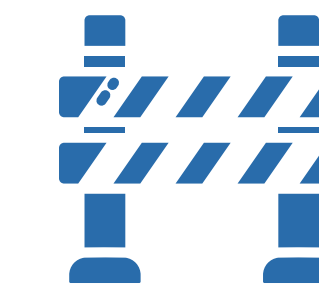
DESIGN

2025



CONSTRUCTION

2026 – 2028



Take our survey

Visit our webpage online at:

zanassoc.mysocialpinpoint.com/northside-greenway/survey

Greenway Examples / Ejemplos del Greenway

OPTION 1: TRAFFIC CALMED STREET



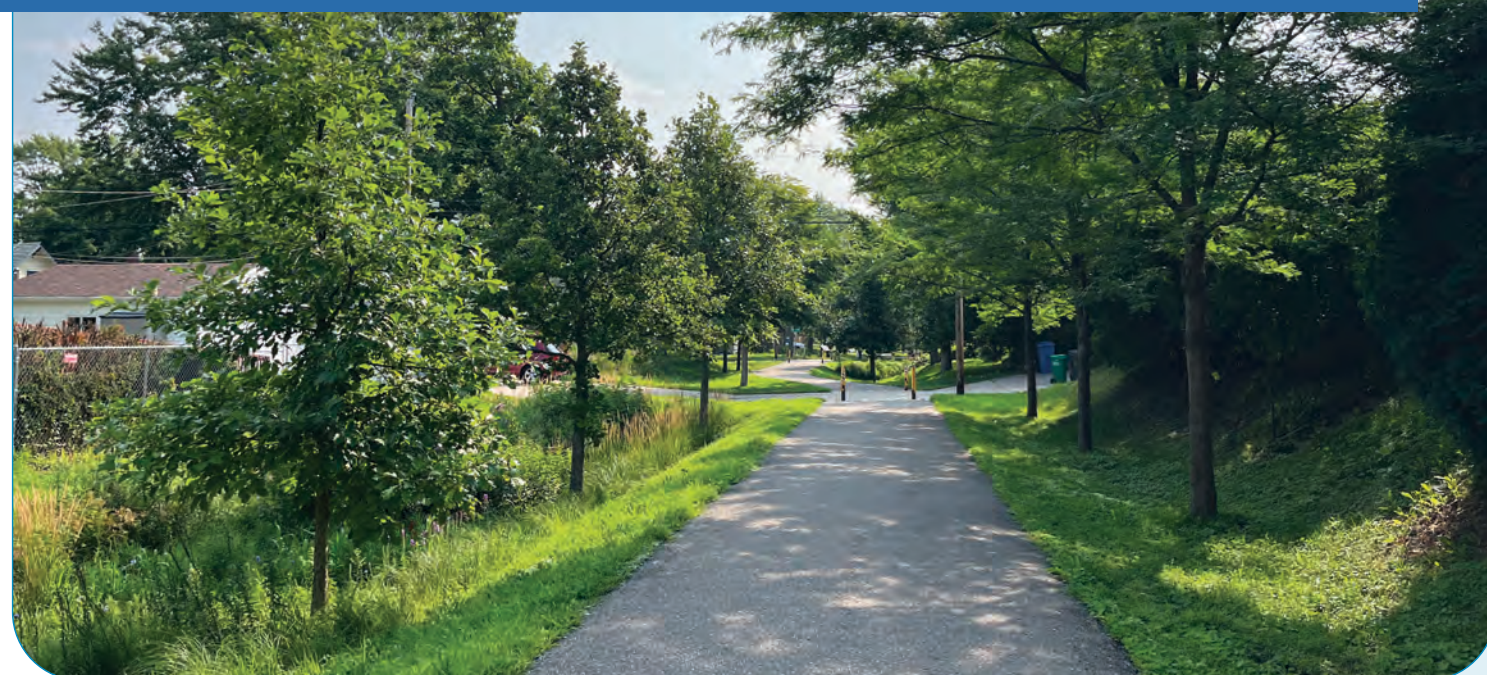
Largely maintains existing street design, and could include traffic circles or speed humps to slow cars.

OPTION 2: ON-STREET OR SIDEWALK-LEVEL TRAIL



Dedicated walking and biking space, and may include on-street parking on one side, more green space, and traffic calming to slow cars.

OPTION 3: FULL GREENWAY



Turns the street into a green area with a trail, and may include play facilities, benches, or public art. A full greenway option would only be implemented on a block after substantial engagement.

Are there any features you see here that appeal to you?

Place a post-it note with your comments to share your thoughts!



What is traffic calming? / ¿Qué es calmar el tráfico?

Traffic calming features make the neighborhood streets safer by altering driver behavior. Traffic calming supports the city's commitment to Vision Zero, a national movement to end traffic-related deaths and severe injuries on our streets. Traffic calming street design treatments will be implemented throughout the Northside Greenway Project to make traveling safer for people of all ages and abilities by including walking, biking, rolling, and driving.

Curb extensions

Extensions of the pedestrian zone into the street. Usually at intersections but can also be mid-block. Can be planted.



Raised crossings

Crosswalks raised to the level of the adjacent sidewalks to manage vehicle speed and prioritize people walking and biking.



Pedestrian median

Raised center medians at intersections to manage vehicle speeds and shorten the crossing distance for people walking.



Traffic diverters

Raised median at intersections, sometimes planted, that partially closes the street to through traffic for cars.



Traffic circles

Small raised circle at an intersection, sometimes planted, that helps to manage vehicle speeds.



Chicanes

Mid-block pinch points that manage vehicle speeds. Usually planted.



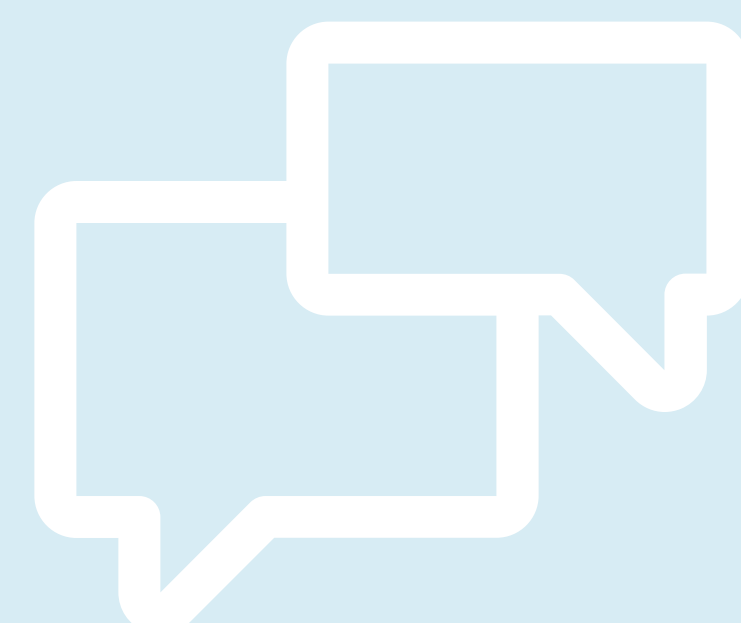
Speed humps

Humps in the street to manage vehicle speeds.



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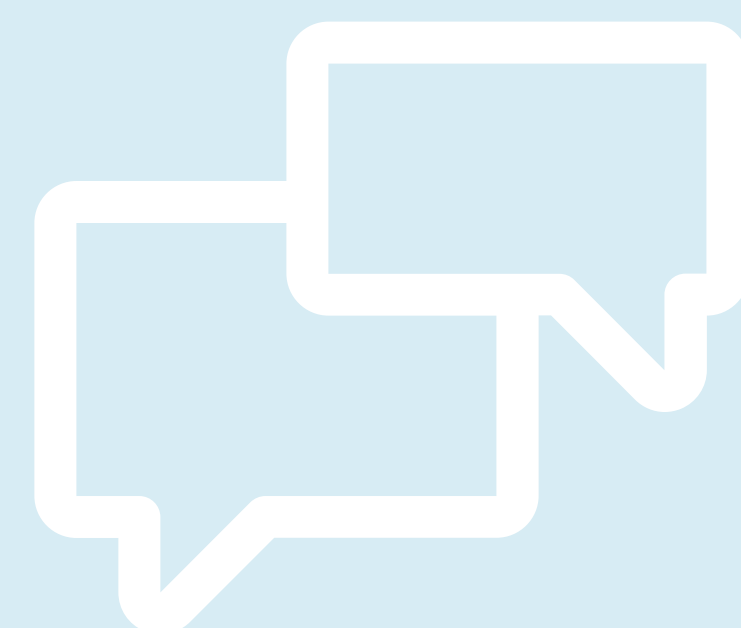
What is placemaking? / ¿Qué es crear lugares?

Placemaking is the process of creating, developing or enhancing public spaces to make them more inviting and engaging. Placemaking supports the goals of the Northside Greenway project by providing opportunities for community amenities like seating and play areas, and for arts and cultural features like public art.



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comments to share your thoughts!

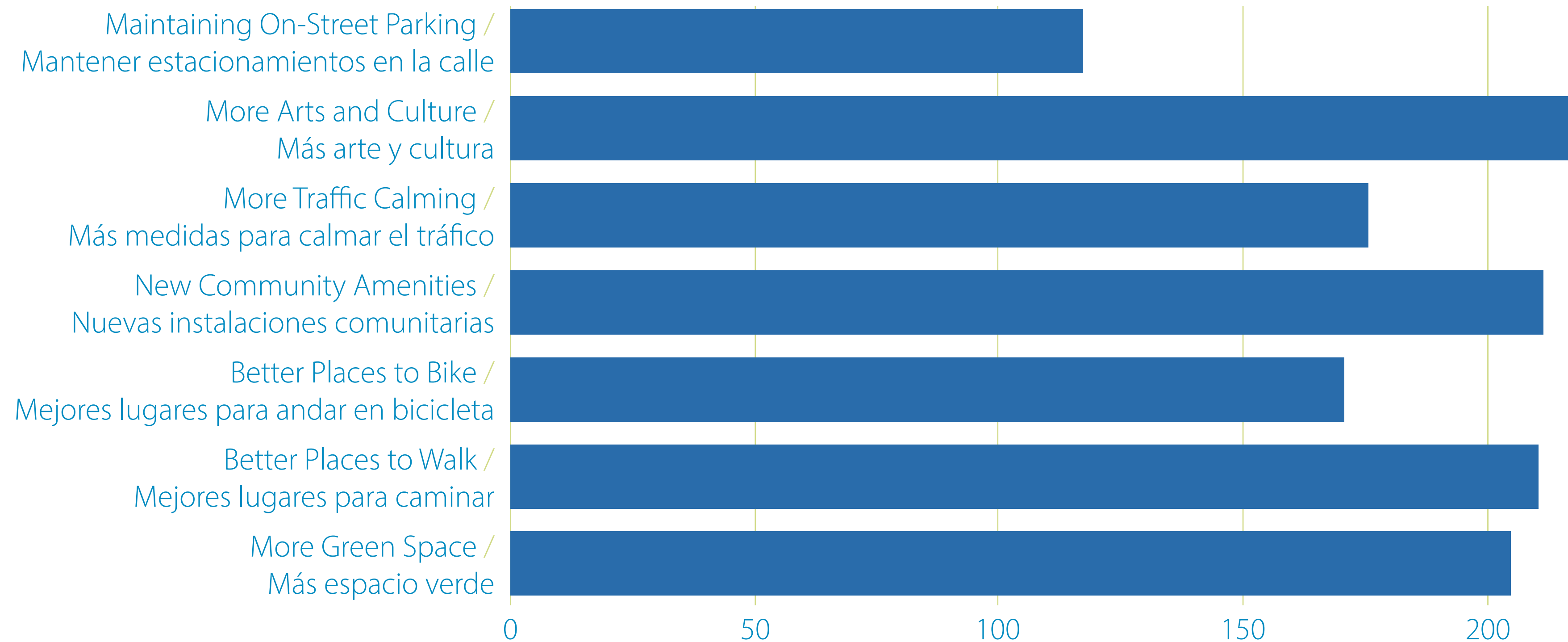


Engagement Summary / Resumen de la participación

In August, September, and October 2024, the project team hosted a series of engagement events to present potential greenway features and gather community input for the Northside Greenway.

Voting tally:

What are your priorities for street improvements?



Engagement events included:

- ▶ National Night Out: Jordan, Folwell and Webber-Camden neighborhoods
- ▶ Folwell Ice Cream Social and Resource Fair
- ▶ Open Streets West Broadway
- ▶ Glen Gale Park Picnic Open House
- ▶ Northside Business Luncheon
- ▶ Northside Fall Festival
- ▶ Ongoing community partnership outreach
- ▶ ~370 conversations

Key themes:



Based on the priority voting activity, better places to walk, more arts and culture, and new community amenities were consistently the most popular priorities for the Northside Greenway.



New community amenities with places to sit were favored with participants recognizing the Northside needs more places for community members to sit and gather.



Several intersections, including 33rd Ave N, 43rd Ave N, 44th Ave N, Plymouth Ave N, and W Broadway were highlighted as dangerous places to cross for pedestrians and bicyclists.

Do you agree with the above findings?

Place a post-it note with your comments to share your thoughts!

