

Comment #	Topic	Comment
1	Bicycling, Walking, Additional Comments	<p>The recommendations in this submission expand on this principle and support the overall Transportation Action Plan goals of designing transportation to achieve the aims of Minneapolis 2040, address climate change, reduce traffic fatalities and injuries, and improve racial and economic equity.</p> <p>In line with these goals, our most significant recommendations for the Prospect Park area are to</p> <ul style="list-style-type: none"> • Invest in the protected bike network: extending the Greenway over the River, and building the Prospect Park Trail along railroad right-of-way • Transform University Avenue and Washington Avenues • Complete the Grand Rounds and use the Granary corridor to redirect truck traffic <p>Priorities for transportation improvements in Prospect Park</p> <ol style="list-style-type: none"> 1. Improve pedestrian infrastructure throughout the community including safe crossings of University Avenue SE (Bedford, Malcolm, 29th and 27th), Franklin Avenue SE (Bedford, Seymour) and 27th Avenue SE (Essex, Luxton Park to Huron pedestrian overpass). We encourage the city to narrow residential intersections, particularly in the Tower Hill sub-neighborhood where streets do not meet at right angles, and crossing distances are significantly longer than needed. Planters and plastic delineators could be used to achieve this ahead of reconstruction. Maintenance and improvements should focus on public safety, adequate lighting and landscape upkeep. Throughout the neighborhood residents have cited safety (particularly at night), sidewalk disrepair, narrowness, snow and ice issues, and have expressed support for full ADA compliance. 2. Complete the Minneapolis Grand Rounds and the Granary Corridor (see Map 2) to enhance community access to city and regional parks and trails as well as to adjoining neighborhoods. The Minneapolis Grand Rounds completion will provide improved pedestrian and bicycle connectivity between areas of Southeast Minneapolis that are close in direct distance but separated by railroad yards. A Granary corridor connection from the railroad yards and light industrial activities in Prospect Park and Saint Paul should be designed to redirect truck traffic away from University Avenue. 3. Build out the street, pedestrian and bicycle grid in Prospect Park North to enhance neighborhood access, and connections to the University of Minnesota, St. Paul, and regional highway system. Relocate the University Transitway to the north along the existing railroad yard. The current University Transitway should be a pedestrian and bike street only. Development immediately north of the Transitway near the “United Crushers” elevators should be

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		<p>encouraged to face the pedestrian and bike street that can be developed on what is currently the transitway. Access to Prospect Park North area for motor vehicles can be facilitated with crossings of the current transitway at 29th, 30th, and Malcolm Avenue.</p> <p>4. Enhance the University Avenue commercial corridor with improved landscaping, lighting, and pedestrian crossings (Bedford, Malcolm, 29th and 27th) to support a mix of old and new office, retail, hospitality, housing and services as the gateway to Prospect Park and the University of Minnesota.</p> <p>5. Mitigate the impact of Interstate I-94. Prospect Park is both served and severed by this corridor. While the freeway provides residents and businesses with quick access to the region's highway network, it also has considerable negative environmental impacts. Mitigating these should be a priority for MNDOT and the city. The long-term vision is to cover as much of the freeway trench as possible.</p> <p>6. Improve connections to city and regional bike lane networks. The city, county and region/state should make it a priority to support the extension of the Midtown Greenway across the Mississippi River on the Short Line Bridge and build the new Prospect Park bike trail in an abandoned rail corridor, connecting both to St. Paul trails, the East River Parkway, and the University of Minnesota.</p> <p>There is a big letter from PPA supporting walking, biking, transit investments, and parking recommendations. Saved in this file. M:\PWTPE\Transportation Planning & Programming\Planning\Plans\Transportation Action Plan\engagement_implementation & cultural assistance\Input\Phase 3 Input\comments to incorporate</p>
2	Bicycling	<p>Equity is one of the key goals in TAP. This reason alone is why we need to proactively focus together on the BNSF Bridge crossing. With nearly two-thirds of the GNG being completed between 2018 and 2020, there are missing AAA treatments identified in TAP which we ask be retroactively and expeditiously completed. The Great Northern Greenway should include the Transportation Action Plan goals and actions and not be relegated a project that came before it.</p> <p>The following comments reference these TAP Goals and Actions: Equity- Transportation Action Plan Goal Existing Greenways- Bicycling Action 3.1 River Crossing- Bicycling Action 2.6 Way-finding- Bicycling Actions 7.1, 7.2, 7.3 Intersection Treatments- Bicycling Actions 4.2, 6.4, 7.3, 8.4 Greenway conditions- Bicycling Actions 6.5, 6.6, 6.7, 6.8, 6.9, 6.10, 6.11 Public Art- Bicycling Action 3.2</p>
3	Bicycling, Street	<p>Increasing walking, biking, and transit use are critical to meeting the goals of the Transportation Action Plan, especially in the areas of</p>

	<p>Operations, Walking, Transit, Technology, Design, Freight, Additional Comments</p>	<p>climate, safety, mobility, and equity. Reliance on driving personal vehicles works against these goals, and worsens the quality, safety, and comfort of these other modes. Therefore, prioritizing walking, biking, and transit in all projects, policies, and seasons is the only way to succeed in meeting the City's goals, and the voices of those who use those modes are the voices that need to be heard and heeded.</p> <p>A. Rapid Shifts in Right-of-Way Use Given the city's goals around equity and climate change, we believe a rapid-response capability for reconfiguring street space should be instituted through the TAP's adoption, as a formal method for Public Works. With the threat of climate breakdown, and the lack of funding likely to be given to street projects over the next few years, given a post-COVID recession, the PAC sees rapidly implemented "temporary" and low-cost measures as a way to accomplish TAP goals. The PAC believes that the City's response to the COVID-19 pandemic has highlighted the ability of Minneapolis staff and policymakers to make quick and broad decisions to shift public right-of-way for more equitable use, to the safety of all users.</p> <p>B. Winter Maintenance Winter maintenance strategies and actions are sorely lacking in the plan and need to be addressed in a much larger way. No matter how "equitable" streets are designed, without true winter snow/ ice clearance, the city will not make its goals. For six months of the year, streets do not function as designed, but function based on snow and ice.</p> <p>If the city wants 3/5 trips made not by car, the city should take on the job of clearing snow and ice on transit routes, sidewalks, and bike lanes before plowing streets for personal vehicles. Achieving this should be outlined in the plan in detail, with timelines.</p> <p>C. Plan Comments The PAC is happy to see that the city has put forth mode-share shift goals to increase walk/bike/transit trips. A ten-year timeline in long, and a goal of 4/5 trips made by something other than a car by 2030 is what is truly necessary given the rate of climate breakdown, and to increase livability, equity, and economic opportunity in our city. We applaud the goal of expanding transit coverage so 75% of residents are within a five-minute walk of high frequency transit and 90% are within a 10-minute walk. (Although we worry about true estimated walk times based on ability, and in inclement weather/winter). The Minneapolis 2040 Plan laid out higher residential density along transit corridors. Currently, transit corridors serve many purposes: transit, freight, business and community spaces, high-density, low-cost housing, and private vehicle through-traffic (not to mention pedestrian</p>
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	<p>priority routes). The draft TAP continues to treat these transit and community corridors as thoroughfares for personal vehicles and freight. This overlap does not work, and Public Works knows that. "Arterials" cannot be high-density residential streets, transit routes, community corridors, pedestrian routes, and also freight and high-volume motor vehicle streets all at the same time. This oversight is at odds with all stated goals of the TAP and goes against the land use put forth in Mpls 2040, which guides the TAP. You must utilize our street grid more effectively and with better equity. We support the removal of Level of Service as a metric. Design streets for the mode-share shift we need, not the mode-share we have.</p> <p>Increase barriers to driving via a rapid increase in parking costs, gas tax, car ownership taxes, ticketing based on income, or other measures so that drivers feel the actual cost of driving. Incentivize car-free living, and lower transit cost and access.</p> <p>Again: "Arterials" cannot effectively be the Pedestrian Priority Network, high-density residences, transit routes, community corridors, and truck and high-volume motor vehicle streets all at the same time. We advocate that these business/ community/ high-density living corridors become transit routes that are closed to through-vehicle (private car) traffic (see NYC's 14th Street as example study).</p> <p>Normalize and center sustainable transportation in City communications and educate car drivers about why changes are needed. Cars and driving should be talked about least, last, and with acknowledgement of the harm caused. Place equity and data-driven best practices before the opinions of those accustomed to being heard. Push Hennepin County and other agencies to facilitate these changes, even if it means Minneapolis is responsible for more of the financial burden. Create processes and systems for necessary changes to happen fast. One goal is rapid safety improvements (Street Operations and Vision Zero strategies): but there is no current policy/ordinance in place to make sure these can happen at the rate needed. The TAP should outline one, and it should be proposed/adopted directly after the TAP. Treat locations with crashes as the emergency they are. Same for sidewalk gaps and sidewalks that aren't ADA compliant. Anything causing death or immobility deserves an immediate (same month) response. The PAC supports protected bike lanes but would like to convert to shared streets as motorized traffic is reduced and slowed. Bike and scooter share should be more abundant and not limited to hubs. We support the asks of the Bicycle Advisory Committee on biking in Minneapolis. The PAC supports public transit, always. The PAC expects bus lanes to be implemented on all transit routes 24-hours a day, through all the densest parts of our city, without gaps between neighborhoods. (i.e., bus lanes extending from downtown into uptown without a gap). Transit routes overlap the Pedestrian Priority Network (obviously), but then cannot ALSO be freight and high-volume routes. Private vehicle travel must be limited</p>
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		<p>on these streets. Ensure transit access to all areas of the City and its amenities, including all parks and lakes, business nodes, entertainment venues, and residential areas regardless of wealth. Develop snow and ice clearance practices that prioritize safe access to transit for people with all physical disabilities. The PAC supports free transit for everyone. Barring that, reduced rates should be expanded. Transit is, and must be recognized as, valuable city-wide. When people can reach any destination by transit at any time of day, they will feel more confident in relying on it. The PAC is opposed to autonomous vehicles. If they become a reality here, their speeds must be limited to a rate that poses no threat to human life. The PAC recognizes that private vehicles, including electric vehicles, pose the same threats to safety. Private electric vehicles maintain the same dangerous status quo as all other private vehicles, and will not resolve our current climate, safety, and equity issues. We are excited to see the City embrace new micromobility innovations as they appear (like scooters; any device that removed someone from a car). Update the truck route network map to not overlap the Pedestrian Priority Network. We say this again: "Arterials" cannot effectively be everything all at the same time. Priority must be given to the modes the city wants to increase. The TAP should ban large freight trucks on City streets. Large trucks are too often cited as the limiting factor for lane widths and safe corners and crossings (especially because of turning radii). Instead, reduce trips, design corners for use with smaller vehicles, use pickup hubs, and make non-motorized alternatives like hand carts and cargo bikes available to borrow or rent. Always prioritize pedestrian and bicycle safety and access over automobile speed and convenience of any kind. All signals should switch to auto-recall with full walk time and walk signal. Do this when you change signal times to the new lowered speed limits. We see that this has been done for the COVID-19 pandemic and ask that it stays this way. Prohibit right turn on red at all traffic signals (See PAC resolution). Clear snow and ice from sidewalks, corners, and bus stops first. Remove private vehicles (with exceptions for ADA needs) from community corridors and bus routes. We stress this again. Rapidly phase out one-ways and multiple lanes of traffic in one direction, including downtown. (in line with 4-to-3 conversions, this is equally important). Improve detours to prioritize walking and bicycling movements. Never remove walking/biking routes unless all modes are detoured. Have a plan to automatically shift road space allocation. As we phase out cars, we need to be ready to shift the immense amount of paved public space to better, more creative uses, year-round. The PAC recognizes that public right-of-way use, when limited to the parking of private vehicles, is inequitable and a poor use of public space. There should be no free parking of personal vehicles unless these spaces are also available for other uses. Reduce the number all vehicles lanes, including immediate 4-to-3 conversions on every four-lane street, and reduction to 2 lanes on all</p>
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		<p>one-way streets in the city (24-hour bus-only lanes are exceptions). Widen sidewalks requirements for all projects to a minimum of 8' with a 2' buffer between the sidewalk and car lanes. Reduce vehicle lane width to no more than 10' for all projects. Employ abundant traffic calming measures. Develop systems for sidewalk and crosswalk drainage.</p> <p>Storm sewers should not be near curb ramps. This causes flooding of curb ramps and negates their accessibility. Prioritize walking and biking at bridges and other "pinch points". Add human-scale infrastructure and services for people as part of design requirements.</p> <ul style="list-style-type: none"> - Pedestrian-scale signage, wayfinding, and lighting. - Public restrooms at predictable intervals. Lack of safe, accessible public restrooms disproportionately excludes people who menstruate or are (or have been) pregnant, queer people, people with disabilities, elderly, children, and poor people. - Benches. Walking requires resting (or readjusting what one's wearing/ carrying or meeting up with others) for many people. We need more benches (and low walls/ alcoves/ etc.) to support walkability, transit, and biking. - Shelter. Bike parking, awnings, and other rain and sun protection. <p>Public art and green spaces (We appreciate the Plaza Program being implemented).</p>
<p>4</p>	<p>Bicycling, Walking, Freight, Additional Comments</p>	<p>For that reason, it is important to start our feedback by affirming that the Mpls downtown council and Downtown Improvement District offer our full support for the six overarching goals in the plan (i.e. Climate, Safety, Equity, Prosperity, Mobility, Active Partnerships).</p> <p>1. Subsequent planning exercises. Please continue to engage with our office and other community groups on the follow-up planning exercises that are described in the TAP as subsequent phases:</p> <ol style="list-style-type: none"> a. Updated Complete Streets Policy b. Street Design Guide c. Curb Management Policy <p>2. Stakeholder engagement for impactful downtown street retrofits.</p> <p>For future projects that will significantly rebalance priorities between transportation modes on downtown streets, please anticipate that these projects will take many important stakeholders by surprise. Despite best efforts, awareness of how many of these projects are proposed for downtown streets in the TAP is likely very low. It is far easier for people to focus on specific changes proposed for a street that is important to them than a system-level strategic document. Please ensure there are chances for meaningful engagement by downtown stakeholders on each of these specific projects. Specifically, please communicate the findings from traffic studies to stakeholders on those corridors. Examples of these projects include:</p> <ol style="list-style-type: none"> a. Transit priority lanes

		<p>b. 4:3 conversions c. Other near-term safety improvement projects</p> <p>3. Dynamic between prosperity and cost of doing business. The plan includes a considerable list of other proposed policy changes, which- if implemented- would directly impact the cost of doing business downtown. We are not against pricing mechanisms in general, especially if they can lead to more efficiency and other benefits, but this is an issue of special sensitivity for downtown businesses- especially given other external shocks to our economy. With large employers comprising a large fraction of our existing office market, even one seeing or perceiving that there are too many special costs to operate downtown and leaving for another submarket would cause a seismic shift. Please anticipate these concerns and work with us to develop a planning tool to track the direct economic costs of doing business downtown versus other submarkets over time. Examples of proposed policy changes that would likely result in significant pushback and would therefore need to be approached with care:</p> <p>a. Congestion pricing b. Requiring Metro pass participation in new developments c. Curbside use pricing and logistical limitations</p> <p>4. Public-private collaboration in reimagining freight system. The freight section of the TAP is very substantive. Please anticipate that relatively few businesses will have noticed the changes to how freight needs can be met that are contemplated in this section. We expect that there is considerable waste in our existing freight system, which inevitably is impacting the cost of doing business downtown. This will make Strategy 6 in this section- "Work with private sector and agency partners to guide and implement freight planning initiatives"- all the more important. Please approach efforts to improve efficiency in our freight system downtown as a collaborative effort with the downtown business operators. We would recommend starting with more specific research and then launching pilot projects with willing partners as the optimal way to start that larger dialogue. On the other hand, a list of specific proposals that we fully embrace would be dauntingly long. A commitment to achieve 40% tree canopy by 2040, the plaza program, improving signage for skyway connections on the street, simplifying the Paint the Pavement process, supporting efforts to pursue automated enforcement, all the tactics to improve the speed and reliability of transit- to name just a few.</p> <p>P 41 Pedestrian Priority Network - Include 42nd St between Cedar and Bloomington Aves. - Include 50th St between Lake Nokomis, 34th Ave, and 50th St Station (Blue Line). - Include 4th Ave S between 46th St and 50th St.</p>
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		<p>- Show future trails planned by MPRB and others (e.g. Hiawatha G.C. perimeter trail).</p> <p>P 44 Actions</p> <p>- Please consider an additional action to prioritize removal/adjustment of utility poles in the public right of way, particularly poles set into sidewalks or running along/ overhead a Pedestrian Priority Network route. Specific sub-actions to support this would include trenching power service to new signal cabinets, working with utilities to find ways to bury or reroute overhead wires running above corridors such as 38th St, and supporting increased rollout of pedestrian-scale streetlighting infrastructure (where it would replace wood poles without any other function). Also concerning is the proliferation of new metal poles in the public ROW with small-distance cellular antennas but without any public benefit (such as lighting) for users of the ROW.</p> <p>P45 Strategy 2</p> <p>- Note that, when visually apparent (paint, signs, medians, lighting, tabled crossings, etc.) median crosswalks present far fewer points of conflict than crosswalks at intersections. If anything, the crash statistic leading the strategy could (when combined with data on where people cross) make that case that crossing at intersections is *less* safe even though it is the norm.</p> <p>- Prioritize new mid-block crossings, particularly with wide, well-marked/lit, refuge medians such as 28th St at Midtown Greenway or 28th Ave at Roosevelt H.S.</p> <p>- Note that mid-block medians also serve as "choke points" to calm traffic and demarcate entry to a different land use such as a business node. For example, median refuge islands 1/2 block north and south of an intersection such as 38th and Nicollet could provide a transition to a street design with a different parking configuration, sidewalk amenity zones, or higher-density pedestrian scale streetlighting. This would also serve other TAP and Minneapolis 2040 goals related to land use.</p> <p>P 47 Actions</p> <p>- Thank you for taking a stand against beg buttons</p> <p>- Action 2.7 is critically important, and I'm not sure why this isn't a "low difficulty" item</p> <p>P 49 Actions</p> <p>- Please consider allowing local interests (developers, neighborhood groups, etc.) to pay for an increased density of pedestrian-scale streetlighting (above the standard) without a chargeback model for ongoing maintenance and power.</p>
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		<p>P 51 Actions</p> <ul style="list-style-type: none"> - Prioritize tabled crosswalks or tabled intersections as part of all street reconstructions as a way to improve snow and water drainage away from crosswalks during winter months (would also provide traffic calming benefit). - Eliminate, wherever possible the construction or reconstruction of "back-of-curb" sidewalks (without a boulevard or amenity zone between the curb and sidewalk) to ensure adequate space for snow storage between the curb and sidewalk. E.g. new sidewalk on Chicago Ave from 44th to 46th St. <p>P 63 Bike Network Map</p> <ul style="list-style-type: none"> - Bloomington Ave north of Minnehaha Pkwy- - 44th St should be a near-term Low Stress Bikeway from Longfellow Ave to 2nd Ave S (or at least west to Portland). This already serves such a role, since it runs along a long stretch of cemetery and connects to the streets that loop around Hiawatha Golf Course (which also include a future MPRB trail marked on the plan). This should include enhanced crossings at 44th and Cedar, Bloomington, and Chicago Avenues. - Consider 52nd St as a low-stress bikeway from Minnehaha Parkway west to France Avenue. This would be a great connection between the parkway and the 50th and France node. - According to the Nokomis-Hiawatha R.P. Master Plan, a two-way low-stress bikeway is planned along the east side of Cedar Avenue over Lake Nokomis (between the two intersections with Nokomis Parkway). This is a critical future link not reflected on the map. - Along with the point above, designate the eastern side of Cedar Avenue for a future low-stress bikeway (M.U.P. replacing the eastern sidewalk) between West Nokomis Parkway and Minnehaha Parkway. Coupled with the planned Hiawatha perimeter trail on Longfellow Ave north of Minnehaha Parkway, this creates a critical north-south bikeway link of regional significance allowing bicycling from 43rd Street to Richfield with only a few signalized crossings. It sounds like Hennepin County is open to this as well, considering the sidewalk on this stretch is crumbling and an ADA compliance issue they seek to fix in the near future. Converting this eastern sidewalk to a wider M.U.P. would solve for the missing link in this future 2.5-mile corridor.
5	Bicycling, Walking, Additional Comments	<p>Idea for Wayfinding Signs- Please find a way for small businesses to participate in the way finding signs so that people can find places of business. Small business names and logos can be added below the way-finding signs along with the distance to get there. (Something like the Interstate Highway signs that allow for fast-food businesses but for individually owned small Mom and Pop stores.)</p>
6	Bicycling, Walking,	<ol style="list-style-type: none"> 1) Along with the improved lighting all residents should adhere to traffic laws. No Jaywalking! 2) Stop using devices such as phones, iPods, Walkman, etc. when

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	<p style="text-align: center;">Street Operations</p>	<p>crossing streets, waiting for signals, crossing all curb cuts. People are too distracted and fail to follow even standard protocols.</p> <p>3) People should wear some brighter clothing articles after 6:00 pm because they cannot generally see by vehicles as dusk and then darkness appear.</p> <p>4) More traffic enforcement is needed,</p> <p>5) Bicyclists need to adhere to the “rules of the road”, i.e. stop at stop signs, stop for pedestrians in crosswalks, not use devices like phones, iPods, Walkman, etc. They are often guilty of distracted riding.</p> <p>6) Bicyclists should use hand signals — if needed remedial training should be required.</p> <p>7) The City should consider licensing bicyclists (if they don’t have a driving license) to ensure that we all have ID which can also double as ID for voting.</p> <p>8) Bicycles should be required to be licensed.</p> <p>9) Use electronic signage, like walk signs at certain intersections to provide guidance to cyclists. This may also include signage similar to that used for pedestrians/buses downtown.</p> <p>10) Repair street and pathway surfaces in a quicker fashion. Potholes hurt bikes, cars and trucks.</p> <p>11) In general all traffic laws should be enforced for cycling. However, during the week from 9:00 am to 4:00 pm speed limits on bike paths should rise to 15 mph. This recognizes that traffic is much less during this period.</p> <p>12) The driving public should be given less leeway on parkways for cursing and yelling at cyclists who have a legal right to the street if going faster than the speed of bike lanes. Conversely, cyclists should be riding single file in streets during rush hours, on Saturday and Sunday mornings and any other busy road times to lessen discourse between drivers and cyclists.</p> <p>13) Financially punish scooter companies who fail to do the following: ensure users use streets and bike lanes for travel; provide helmets to those who don’t have one; require that users take mandatory training for the use of a scooter; better enforce where a scooter may be left at the end of its intended use.</p>
<p style="text-align: center;">7</p>	<p style="text-align: center;">Bicycling, Walking, Transit, Design, Freight, Street Operations, Additional Comments</p>	<p>Broadly, everything in the TAP draft is fantastic. It’s exciting to finally be on the cusp of all this work clicking into place.</p> <p>Walking 2, 4, 5 Bike strategy 4! Bike 6.2, 6.8, 6.9, 6.10, 6.11. Bike 8! Bike 9! Why shouldn't someone be able to park their bike curbside outside their home with a covered bike parking platform that the city allows to take up a curb spot? Transit 2 Freight 4, 5, 7 Street ops 1, 2, 5, 6, 7, 9</p>

		<p>Design- I cannot wait for every single one of these strategies to be realized.</p> <p>The biggest failure of the draft plan is Winter Maintenance. If the city can brag about plowing thousands of miles of streets [2], the city can take on plowing the sidewalks. The bike lanes that disappear all winter because the city refuses to ticket cars parked in them. That's got to change. I get that you can't snap your finger alone to make winter maintenance happen and I appreciate where the plan does lay out strategies to improve winter maintenance. But a lot more is needed. There are two things that should be in the plan I don't see:</p> <ol style="list-style-type: none"> 1. The City needs to make an ongoing commitment to accept community feedback on where all this is effective, and where it might not be. 311 is the lame answer for what I want. If it gives you useful data points, I'll try? The better option in my opinion is enforcement-neutral data like bikelaneuprising.com[1]. The city should keep an eye on that. Once the Vision Zero plan allows for traffic cameras, and comes up with a non-regressive way to issue those citations, why shouldn't the city also be able to issue a ticket for a car parked in the bike lane based off a photo I send in from my cellphone? I think MT busses have cameras on them - they should be able to submit video evidence to ticket vehicles that block bus lanes or pass busses illegally. This might fit generally under Bicycling Strategy 11, "monitoring, including impacts [...] on perceptions and use patterns". Add an "11.4" that sets up the city to seek out additional feedback from street users and partner agencies and allows the city to take appropriate action, including issuing citations based on photo and video evidence. 2. There has to be a follow up when traffic violence injures or kills someone. I've tried to write this email a few times but always throw it away because I don't want to end up with a foot in my proverbial mouth on such a sensitive topic. It is not OK that when the worst happens, the only news that ever comes out is "cops are investigating the aCcldeNT" (ironic capitalization indicates that's an offensive, inadequate word, but it's often what's used in the media). Do the cops ever investigate? If no, they need to be held up to the spotlight by the city; and if they do, why don't we ever hear about it? The city can't fix problems unless they're fully accounted for. When tragedy strikes there needs to be an immediate and thorough investigation, and the process and outcome needs to be transparent to the public. A lot of this is in the "Safety Data" section of the VZAP[3] so it sounds like you're already on it. But the TAP should tie in tactical and immediate street improvements in response to crashes, maybe somewhere in "Street Ops - Strategy 2". Further, the City needs to speak out loud and clear that when this happens to make clear that it's not OK. To the media, and in how it responds to street design that caused the crash in
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		<p>the first place. If someone is seriously injured or killed in the street, that spot needs significant and immediate change. Think of the message that could be sent to drivers by taking the idea of a ghost bike, but instead of a figurative bike chained to a pole (do most people even know what that means?) do something to ostentatiously calm traffic- speed bumps, a Dutch “knip”, or jersey barriers to eliminate parking and narrow lanes. The goal is to put down a functional memorial to traffic violence that its perpetrators can’t ignore. Streets to drive on is a privilege the city grants to drivers, and when it’s abused it should be taken away. Honestly, any time there’s a crash, that street/intersection where it happened should be closed down to cars.</p>
<p>8</p>	<p>Bicycling, Walking, Transit, Street Operations, Additional Comments</p>	<p>The proposed Transportation Action Plan (TAP) does a nice job of outlining a broad transportation vision that prioritizes walking, biking, and transit over cars. The City should be applauded for establishing a goal that 3 out of 5 trips be accomplished without a private automobile. Several items in the TAP will go a long way towards reaching that goal including the entire Bike section, 4 to 3 lane conversions, the addition of transit-only traffic lanes, removal of beg buttons, and discontinued reliance on Level of Service (LOS) metrics. However, the plan needs more detail on several items that are either vague, weak, or missing if the City is going to get people out of their cars:</p> <p>The Walking section of the TAP is problematic because it repeats the same mistakes as the 2009 Pedestrian Master Plan. It fails to identify specific projects, measurable outcomes, and benchmarks for success. Both documents profess to prioritize improvements to pedestrian infrastructure and policies with little commitment to what will change over the 10-year timeframe. The Master Plan was therefore unused by City staff and resulted in few infrastructure and policy improvements. The Priority Pedestrian Network (PPN) concept sounds promising but lacks detail about where specific improvements will be made and when they might occur. As written, the PPN appears to be the former Street Lighting map with another name. It is unclear how Public Works practices will change from what is occurring now based on the PPN description. The most egregious omission is the section on winter sidewalk maintenance, which generally describes current practices rather than what improvements will be made in the next 10 years. The City needs to work toward clearing and removing snow from sidewalks along the PPN because sidewalks are impassible for many citizens for months out of the year. Minneapolis cannot claim to prioritize walking when these conditions will remain limiting access for vulnerable road users. The recently approved ADA Transition Plan revealed that Public Works lacks comprehensive data about the condition and accessibility of Minneapolis’ pedestrian infrastructure. Yet, the TAP is silent about the failure to collect, compile, and analyze sidewalks, traffic signals,</p>

		<p>pedestrian ramps, sidewalk gaps, street crossings, and other accessibility barriers. It is impossible to make “Data-driven” decisions when the information doesn’t exist. The top Walking section priority should be to collect and synthesize this data.</p> <p>The TAP walking section generally lacks descriptions of conditions and infrastructure enhancements that make walking more pleasant and comfortable such as:</p> <ul style="list-style-type: none"> - Buffers between sidewalks and moving cars in the form of tree-lined boulevards, bike lanes, planters, parklets, and parked vehicles. - Additional, safe crossings on busy streets with long distances between signalized intersections/ pedestrian crossings. - Amenities like seating, shade, art, way-finding signage, trash containers/ pick up, etc. - Creative place-making like parklets, street cafes, artistic crosswalks, Open Streets, block parties, etc. - Durable and highly-visible crosswalks. - Promotion of walking through events or an educational campaign. - Widening of narrow sidewalks without boulevards, which lack space for snow storage and often are cluttered with utility poles and other obstacles. <p>Transit Section</p> <ul style="list-style-type: none"> - Metro Transit doesn’t have the resources to significantly improve their service in Minneapolis. This includes adding real-time signage, shelters, heat, benches, or clearing snow in most locations. the City will need to allocate funds to help Metro Transit implement better infrastructure and maintenance practices. - Action 4.4 Support the Blue Line extension: It is a bad route down the middle of a 6-lane divided highway and through parkland. Minneapolis should advocate for LRT routes that serve dense, walkable areas of the city. - 4.5 Support BRT on Olson Highway. Again, it is a 6-lane divided highway with little walkable density. - Speed up the light rail lines through downtown and along University Avenue with better signal priority. - Work to make the West Bank LRT Station more accessible by disconnecting Washington Avenue from I35w, getting rid of the freeway trench, and reconnecting the street grid. - Study the idea of establishing a transit tunnel under downtown Minneapolis to speed up transit. - Work towards getting rid of buses on Nicollet Mall. - Advocate for a redesign of Hiawatha Avenue converting it from a highway into an urban boulevard to improve access to transit. This should include removing freeway-style entrance ramps and bridges, removing traffic lanes, and reconnecting the street grid.
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		<ul style="list-style-type: none"> - Consider getting rid of the Chicago Lake Transit Center because it adds too much delay for bus routes and isn't well maintained. <p>Street Operations</p> <ul style="list-style-type: none"> - Question the rational for why Hennepin County and MnDOT own major streets in Minneapolis, which are the most dangerous for vulnerable users. Consider having them turn the streets over to the City jurisdictions. - The TAP doesn't mention the concept of converting one-way streets to two-direction traffic. Such streets encourage higher speeds and lead to bleak places like in downtown Minneapolis. The TAP should advocate for converting Lake/ Lagoon, Park/ Portland, University/ 4th Avenue, etc. to two-way traffic. - The Public Works Department has an entire division called "Traffic & Parking Services". Yet, the TAP claims that walking, biking, transit are the priority. Public Works should restructure to better meet the goals of the TAP. - The TAP should work towards reducing the amount of on and off-street parking in Minneapolis, particularly in downtown, to promote walking, biking, and transit. Places like Paris, Oslo, and Amsterdam have been doing it. - The TAP doesn't mention that Minneapolis owns and manages thousands of off-street parking spaces in parking ramps and lots, or how that might induce demand for people to drive. Why is this a municipal service in the first place? - Most downtown block faces have at least one driveway in and out of parking ramps and lots that make the pedestrian environment worse. Minneapolis should not allow more driveways within the core of the CBD. - The City should research and implement parking benefit districts where parking revenue gets used to fund service enhancements in places where the funds are generated. Currently, it appears that parking revenue just ends up in the General Fund. - Pursue converting Highway 55 (Hiawatha Avenue and Olson Memorial Highway) into urban boulevards rather than their current divided highway status. - The TAP does not mention alleys and their role in the transportation system, which seems like a major oversight. - The TAP does not mention Special Services Districts (SSD) including their role in maintaining streetscape, providing snow clearance and trash clean up services, or ambassador programming. The document also fails to consider options for commercial areas without enough commercial density to warrant an SSD to get enhanced services.
<p>9</p>	<p>Bicycling, Walking, Transit, Freight,</p>	<p>First and foremost, I want to thank all of the Public Works staff who put time and energy into this plan over the last two years, including Jenifer Hager, Kathleen Mayell, and all of the staff in Transportation Planning and Programming. This is an ambitious and visionary plan</p>

	<p>Design, Street Operations, Technology, Additional Comments</p>	<p>that your entire department and our entire City government should be proud of, and that is due to the hard work and leadership of your team. Second, I want to emphasize how necessary the strategies and actions in this plan are. We cannot achieve the goals we, as a City, have set forth in Minneapolis 2040, our Climate Action Plan, or our Race Equity policies, just to name three, without the successful implementation of this plan. The six goals that guide this plan, therefore, are spot on. Finally, I would also be remiss if I did not acknowledge the additional challenges, we will now face in seeking to meet these goals during a pandemic and/or in the recession that threatens our City budget and the prosperity of all of our residents. As this draft notes, this is not a fiscally constrained plan, and even in the best of times we may have been hard-pressed to check off every action item in this plan. We are not going to be in the best of times for an unknown portion of this decade. I am hopeful, however, that we will also be able to identify opportunities during this time as well. Our Stay Healthy Streets, for example, feel like a prototype for Neighborhood Greenways, and I hope there are other such examples. In terms of specifics, there are so many Strategies and Actions in this plan that I not only wholeheartedly support but am actively really excited about that a detailed list is not practical. They reflect the values and vision that I have had for our City since before I even thought about running for office, most notably the call to “realize a City-led transit vision that makes taking transit a more attractive and affordable option for more people.”</p> <p>Freight Planning – this is a critically important and too-long-overlooked use of our transportation network, and I am glad it is prominently included in this plan. In addition to the reasons articulated in this draft around curbside demand management, we should also more clearly articulate a need to reduce conflicts specifically between freight and pedestrian uses. One potentially unintended consequence of organizing so many of our new, large multi-family residential buildings around transit frequency is that we have also concentrated large numbers of residents on or adjacent to trucking routes, and we need to mitigate the inherent potential conflicts.</p> <p>Seating – I support the design action step to create a new request process for installing benches and other street furniture, and I hope we can use that as a jumping-off point towards a more comprehensive public seating policy and plan. I have heard from many of my constituents that this is a matter of accessibility that goes hand-in-hand with our mode shift goals, especially walking.</p> <p>Street Lighting – I strongly support the action steps to include pedestrian lighting in all street reconstruction projects as part of the</p>
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		<p>capital project cost, and in large private developments. However, I do not believe that waiting for reconstruction or development will be appropriate in all areas, and we should continue to invest in pedestrian street lighting in highly walkable areas that need it on a faster timeline to the extent possible.</p> <p>Technology – I am glad this is a core strategy of our plan, and as we transition to implementation, I hope we lean heavily into expanding our use of technology to solve transportation challenges. While we need to continue to balance the benefits with the need to prioritize data privacy, I am confident that we can do so, not only because this plan calls for it but also because we have already shown that we can through our groundbreaking work with scooter data.</p> <p>Winter Maintenance – as I noted in the Transportation and Public Works Committee meeting when this draft plan was released, I strongly believe that our sidewalk winter maintenance strategy needs to be more ambitious and impactful. We will not be able to meet our mode shift goal for walking if our sidewalks continue to be impassable for days at a time following significant snowfall. Much as our transit efforts are focused on reliability to make that mode shift more viable in people’s minds, we must similarly focus on the reliability of our pedestrian network in all seasons. This is an issue on which we have a significant credibility gap with many of our residents. They do not believe that compliance is as high as our survey data show, and they believe that it is getting worse, not better. This also does not need to be an “all or nothing” proposition, as it has unfortunately been portrayed. There are many possible strategies in between our current system and a citywide, City-run program. I hope we can use some more creativity to explore technological approaches and public-private partnerships to produce better outcomes for pedestrians.</p> <p>On the proposed Pedestrian Priority Network and All Ages & Abilities Network in Ward 3:</p> <p>I am really excited to see the pedestrian priority network focus our efforts to maximize impact. The proposed network still appears to focus on corridors (from the previous Pedestrian Street Lighting Corridor map) in some areas, rather than a network. I think it is worth considering the addition of:</p> <ul style="list-style-type: none"> - 3rd St. N between 5th Ave. N & 10th Ave. N - 2nd St. SE between Central Avenue & 6th Ave. SE - 2nd, 3rd, 4th, & 5th Aves. SE between 2nd St. SE & 4th St. SE - More of the Dinkytown core, such as 5th St. SE between 13th Ave. SE & 15th Ave. SE
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		<p>On the Bicycle All Ages & Abilities Network, there is an existing trail in City-owned right-of-way along 3rd Ave. NE between Main & Central, and I think it is worth consideration as a future low stress bikeway were it to be reconstructed.</p> <p>I continue to be impressed and inspired by the vision represented in this plan, and I am excited about the continued opportunity to collaborate in moving this vision forward. Please keep being bold, keep being creative, and keep our city moving. This plan is a significant accomplishment that many of us have waited for with great anticipation (verging occasionally on impatience), and I'm enthusiastic to move with you into implementation.</p>
<p>10</p>	<p>Bicycling, Street Operations, Freight, Transit, Walking, Technology, Design, Additional Comments</p>	<p>University and Central Avenues (Trunk Highways 47 and 65) Corridor Study</p> <p>MnDOT is currently engaging the City of Minneapolis, as well as Hennepin County, in a Planning and Environmental Linkages (PEL) study of the MN 47 (University Ave) and MN 65 (Central Ave) corridors from their junction in Northeast Minneapolis north to US 10 in Blaine. The Draft Transportation Action Plan includes many recommendations—such as 4-to-3 lane conversions on undivided streets, better bicycle facilities, improved freight safety and efficiency, better multimodal access to transit, and more—that may be considered as part of the study process. During 2020, the study will assess existing conditions and develop criteria for evaluating future alternatives, which will be produced and screened in 2021. MnDOT is striving to bring a broad multimodal focus to the study to address corridor safety needs and help the transportation right-of-way better serve all users.</p> <p>Freight</p> <p>As the City pursues environmental improvements across the transportation sector in other chapters of the Transportation Action Plan, the City should also consider ways to modify land use patterns that retain employment for city residents within the City, through strategies such as cargo-oriented development. As part of the Action 3.3 on page 147, the City should consider updating Municipal Code Section 474.860. - Trucks following each other, to align with future changes to following distances for automated vehicles. In addition, state law 169.18 Subd. 8 also makes it illegal for a driver to follow too closely to the next vehicle. As part of the Actions to Strategy 4 on page 148: Transition vehicle fleets to zero-emissions technology where technology allows, the City should consider adding an action to coordinate or partner with the University of Minnesota Thomas E Murphy Engine Research Laboratory on a demonstration project for electrification of parcel delivery services in alignment with the research being performed within the City that supports this section.</p>

		<p>The City should consider acknowledging a shortage of truck parking within the City and identify specific strategies or actions to address the shortage. As is noted in this draft plan, the 2016 Hennepin County Freight Study projected an increase of 40% in freight tonnage in the City of Minneapolis by 2040. There will be increased needs for truck parking in the future with this trend. As part of the Actions to Strategy 5 on page 150: Implement dynamic freight loading zones, the City should consider adding an action to revise City zoning requirements for future commercial and industrial land use to require truck parking, dynamic freight loading and unloading zones.</p> <p>Goal Coordination</p> <p>Action 2.1 on page 68 states: “Build protected bike lanes on existing motorized bridges over the Mississippi river, railroad corridors, freeways and expressways.” MnDOT has no plans to add protected bike lanes on the I-35W and I-94 bridges. If this inference was intentional, it is recommended that the Action begin with “Partner with agencies to explore opportunities to build protected...” Strategy 8 on page 175 states: “Coordinate with agency partners who own, operate and manage infrastructure within the City to plan, build and operate at the City’s standards.” MnDOT is open to coordination on this strategy, and there may be room for flexibility, but MnDOT has a legal obligation to maintain certain standards. Action 2.3 on page 177 states: “Ensure that streets serving freeway connections reflect the Complete Streets Policy; maintain local street qualities as opposed to facilitating freeway movements at streets leading to or from freeway access ramps, where streets change character (from highway to arterial) or when streets change owner (from State or County to City).” MnDOT shares the goal of improving connections between the freeway and local street network. However, it needs to be ensured that changes to the local streets do not back up traffic to the freeway system, creating congestion and new safety issues.</p>
<p>11</p>	<p>Bicycling, Transit, Walking, Design, Street Operations, Additional Comments</p>	<p>This note is a request to carry forward actions taken due to COVID-19 to limit road use to automobiles and improve conditions for non-motorized use.</p> <p>The coronavirus has:</p> <ol style="list-style-type: none"> 1. Highlighted how cities have been relegated to automobiles, rather than people 2. Caused transportation, recreation, and work patterns to change, some perhaps forever 3. Shown we can rapidly make changes to better suit the needs of those walking and bicycling <p>With these thoughts in mind, as Minneapolis plans how it will exit the lockdown, please take this unexpected chance to focus efforts on serving and moving people (and transit) first—not single-occupancy</p>

		<p>automobiles. I thank you for any consideration you and your staff dedicate to prioritizing people over cars.</p> <p>We must enable more people to walk and bicycle as part of their daily routine, be it for trips to local shops or for recreation, as we have seen happen during the lockdown. We must capitalize on the greater numbers of people choosing to bike, walk, or work from home, particularly as/until transit evolves to meet people’s coronavirus concerns.</p> <p>Minneapolis must take advantage of this unexpected opportunity to continue to offer space for people.</p> <p>When the lockdown ends, instead of returning streets to the status quo, why not take the opportunity to rapidly paint in bike lanes and adapt our streets to better suit the needs of those walking and bicycling? That means expanding sidewalks; tightening large-radii corners that encourage fast-turning automobiles; allowing fewer right-turn-on-red turns; creating median strips and curb extensions at crossings; and many other proven traffic calming techniques. Alterations can be quickly and inexpensively made with paint and temporary measures— with more permanent measures to follow.</p> <p>I was pleased and impressed with how quickly changes came about in Minneapolis to serve the need and desire for more non-motorized space that we’ve seen --and should expect to see when the lockdown ends, particularly while physical distancing will be expected on public transit. Examples include the one-way (or closed) parkways; new separated bike lanes on Minnehaha Parkway between 34th and 39th Avenues South; the Stay Healthy Streets loops; narrowing wide roads that encourage unsafe automobile speeds, such as the Ford Bridge; and changing traffic signal push buttons so people walking and bicycling needn’t push a discriminatory button to get a walk signal.</p>
<p>12</p>	<p>Bicycling, Walking, Transit, Street Operations, Additional Comments</p>	<p>The Minneapolis Regional Chamber would like to express its full support for the City’s draft Transportation Action Plan. The Chamber serves as a convener and connector, building coalitions to make progress on key issues including housing and transit. We believe that the business community thrives when we all work together to build strong communities. The vision laid out in the Transportation Action Plan is in line with that mission. The draft plan is bold, necessary, and achievable. Minneapolis is the economic driver of the region. A strong, multi-modal transportation system is critical for connecting people to jobs, attracting investment, and retaining top talent. Increasing mobility options and prioritizing pedestrians, bicyclists and transit riders in street design will strengthen Minneapolis’ brand as a forward thinking, globally relevant city. We commend the plan’s focus on equity. Our region’s prosperity is not experienced equally. Eliminating</p>

		<p>disparities will require creating a transportation system that contributes to equitable outcomes and opportunities for all people. Transportation access is often a limiting factor for employment opportunities. We ask that the City prioritize projects that will expand access to employment in under-served communities. The pandemic has dramatically shifted transportation habits across the state. We encourage the City to use this moment to implement low-cost projects that are quick to implement. Projects like enhanced crosswalk marking and painted bus lanes will help the City accommodate increased pedestrian and bicycle traffic and prepare for transit’s triumphant return.</p> <p>1) General comment regarding UMN jurisdiction: In response to previous UMN comments, the TAP states that “...(w)hile the reach of the TAP covers all streets within the city regardless of ownership, we acknowledge the jurisdictional roles and responsibilities of our partners regarding their streets.” (p. 24)</p> <p>The University supports this language. As a Local Government Unit (LGU) recognized by the State of Minnesota, UMN owns and operates transportation networks on its Twin Cities campus. As stated in UMN comments from November 2019, “(t)he University will coordinate with the City regarding the design and operation of UMN transportation facilities within the context of the overall transportation network. However, the University ultimately will determine the function and form of its facilities.” The University requests specific identification as shown in the attached map illustrating roadways under UMN jurisdiction.</p> <p>2) p. 24 Add “and operates” to make the statement about the University parallel to those about other jurisdictions: “The University of Minnesota owns and operates just over four miles...”</p> <p>Revise the list following “These include...” to correctly name UMN roadways.</p> <ul style="list-style-type: none"> - 5th Street S (note: 5th Street SE is under City jurisdiction) - East River Road (East River Parkway extends south from Arlington Street SE) - Please add Pleasant Street SE, a prominent UMN street that is missing from the list <p>3) In response to comments, the TAP no longer refers to two-way bicycle facilities except in the context of park trails. UMN supports this revision based on ongoing experience with bicycle facilities on and near campus, for example on University Avenue SE and 4th Street SE.</p>
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	<p>4) p. 63 Revise the Bikeways map to show existing and proposed facilities as consistent with UMN land uses and campus plans. See attached annotated Figure 48. Note especially the following:</p> <ul style="list-style-type: none"> a. The UMN service road between 6th Street SE/Main Street SE exists on railroad property under lease and provides mission-critical access to the UMN Main Energy Plant (MEP). No bicycle facilities (owned or leased by UMN or others) are established in this segment. UMN supports continued exploration of potential non-motorized facilities in this segment in collaboration with the existing property owner, provided MEP access will not be impacted. b. No bicycle facilities exist or will be supported by UMN on Church Street SE between Pillsbury Drive SE and Washington Avenue SE. Pleasant Street is the preferred facility and route for north-south bicycle travel in this part of campus. c. No bicycle facilities exist or are planned on East River Road between Arlington Street SE and the Dinkytown shared-use path. d. The UMN Transitway is a UMN-owned and operated facility. <p>5) p. 51 Walking - Strategy 4, Action 4.3 “Work in partnership with Metro Transit to develop enhanced winter maintenance standards and enforcement for transit stops and stations.” UMN supports winter maintenance standards that do not assume maintenance of public transit facilities by adjacent property owners, across all typologies of transit stops and shelters.</p> <p>6) p. 97 “Como Avenue SE – between University Avenue SE and eastern city boundary” Como Avenue SE does not intersect with University Avenue SE</p> <p>p. 163 Note that University Avenue SE is undivided between 26th Avenue SE & St. Mary's Avenue, not between Oak Street SE and St. Mary's Avenue (see Fig 127)</p> <p>p. 205 "Como Avenue SE- between University Avenue SE and eastern city boundary" Como Avenue SE does not intersect with University Avenue SE</p> <p>7) The TAP should verify the feasibility of proposed 4-3 conversions of University Avenue SE west of 25th Avenue SE and of Huron Boulevard SE between Fulton Street SE and Delaware Street SE.</p> <p>8) p. 175 “Coordinate with agency partners who own, operate and manage infrastructure within the City to plan, build and operate at the City’s standards.” UMN does not support this statement as written because it does not sufficiently acknowledge how planning, design, permitting, construction and operations activities are undertaken by the City and the University. As noted above in comment 1, the University will consult and collaborate with the City and other partners</p>
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		<p>in response to transportation system requirements and travel behaviors. However, the University will ultimately determine the function and form of its facilities. UMN proposes that the TAP plan language be changed to reflect the roles and authority of other jurisdictions, who work collaboratively and iteratively with the City but make decisions about their facilities.</p>
<p>13</p>	<p>Bicycling, Walking, Transit, Design, Additional Comments</p>	<p>Comment 1.3: Yes!--Actions for increasing street lighting are described in this plan. We also heard during SRTS planning that street lighting is very important to high school students for safe and comfortable walking, especially for those using transit. We would like all high schools to be included on the Pedestrian Priority Network. One reason is because high schoolers often travel to and from school alone and in the dark.</p> <p>Comments 2.2: Please mark crosswalks near schools without requiring that a school patrol or a crossing guard be present.</p> <p>Comments: 2.6: Fantastic! Infrastructure to make it easier for students to walk and bike to, from, and while at school is needed. A top priority should be safe and comfortable crossings of high injury streets within a half mile of schools in all four directions, north south, east and west. A repeated request we also hear from schools is for school-zone signage.</p> <p>Comment 6.2: Love the plan to identify connections for walkers and bikers over highways, railroads, and rivers. Because a neighborhood greenway is identified on both sides of the barrier, and because no amount of amenities will change that 35th Street holds a highway on ramp, please include in TAP a bike and pedestrian bridge over 35W on 34th Street South, connecting the neighborhood around Richard Green Central Park School to the YMCA and giving students a lower volume trail to get to the Grand Rounds. In addition, the new MPS plan through the CDD will create a magnet school at Richard Green Central Park School--and the new community school for the neighborhood will be Lyndale, located on 34th Street west of 35W. A bike and pedestrian bridge over 35W will provide students with a direct, comfortable, and safer route to school.</p> <p>Please continue 26th Avenue North across the river.</p> <p>Walking Map: We love the idea of having a Pedestrian Priority Network and would like to see all schools be connected from all four directions--north, south, east, and west--on either it, on the all ages and abilities map, or both. These could be spur trails. As noted above, in part because of the street lighting priorities, we would like to see all high schools connected to the Pedestrian Priority Network. A top priority should be safe and comfortable crossings of high injury streets/intersections</p>

		<p>within a half mile of schools in all four directions, north south, east and west.</p> <p>Would like to see traffic calming at the intersection of Lowry and 4th St N--to help students crossing the street to get to and from Cityview. There is a pedestrian light/button that flashes on demand and it sometimes is out of order. Lowry is like a highway at times and very intimidating to cross. Maybe one calming feature is to narrow the road at the 4th St crossing with pylons.</p> <p>Comment 7.1 & 7.2: Sometimes it can feel like one has to be “in the know” to use a bike trail in Minneapolis. Not understanding if you are on the trail, how to stay on the trail, or how to connect to another trail can make people feel like the trail is not for them. So, wayfinding is super important and must be especially thoughtful on the routes that have any turns and even more robust for especially hard to follow ones--like to Anwatin from the north or south (for example, near Kenwood School). Wayfinding should be regularly tested and maintained. Perhaps there should also be a way for people to provide feedback on it--with an invitation/direction to do that from the trail.</p> <p>Comments 10.3: We are happy to see universal bike education for fourth and fifth graders included in the TAP. However, we are concerned that the City sees for itself a low level of involvement in this action--by its placement in the plan, the City “support” role rather than “do”, and the “low difficulty” rating.</p> <p>Bike education in MPS happens through a fragile system held together by what sometimes feels like a thread and a hope. Bicycle education demands equipment and coordination above and beyond what is typical for most learning units. Bicycles are a must--and once you have them, they require maintenance, secure storage, and transport. Biking with students also requires additional training for teachers and additional on-site support for teachers during the unit. MPS has three bicycle fleets dedicated to universal bike education. All of these fleets were grant funded. We are able to maintain them through incredible support from a local bicycle company and other partners. The fleets have a lifespan of about five years--and the first fleet is already six years old. Reliable support to purchase and maintain bicycles would go a long way to creating stability.</p> <p>We are certain that Minneapolis Public Schools will not achieve universal bicycle education without external partners investing resources in the program. While the bicycle unit is fantastic, PE and classroom teachers ARE able to meet state education standards without it. We find the City a potential great partner for this support--as bicycle education in school directly and significantly supports the City’s ambitious mode-change goal to more than double the number of people using bicycles as transportation. Many students do not know</p>
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		<p>how to ride bicycles--at one school this fall, a full one-third of students were in this category. Furthermore, most students haven't learned to bicycle safely on the streets, and most have not experienced the incredible infrastructure that the City is making significant investments to create. Without bicycle education in schools, perhaps they never will.</p> <p>During the bicycle unit students travel by bicycle an average of five miles each, some as many as twenty-five miles, and much of it is on city streets and trails. Students learn the power, ease and joy of active transportation. Pre-pandemic the universal bike program was on track to reach 50% of schools with 4th and 5th graders. About three-fourth of the students in the schools that were scheduled to use bicycles are students of color, 70% qualifying for free and reduced lunches. Because the equity implications and potential for future mode-share growth are so profound, the public works departments of the cities of Portland, Seattle, and NYC all invest resources to implement bike education in the public-school system in those cities. Indeed, bicycle education in schools is critical to helping Minneapolis reach its TAP goals and therefore strong City support for it should be reflected in the plan. Again--we are happy to see universal bike ed in the Transportation Action Plan and thank you for considering our comments. Let's prevent people from someday saying, "what ever happened to that bike education program that MPS used to do?"</p> <p>Bicycling Map: We love the idea of an all, ages and abilities network and would like to see all schools be connected from four directions--north, south, east, and west--on either it or the Pedestrian Priority Network or both. These could be spur trails. A top priority should be safe and comfortable crossings of high injury streets within a half mile of schools in all four directions, north south, east and west. One concern--some of the identified streets on the AAA network have a lot of conflict areas with cars--intersections, alleys, and driveways--and without diversion of cars, these roads still won't feel/be safe for children. For example, Plymouth Avenue and 26th Avenue North, though nicely improved, still have a lot of cars. A teacher who bikes on 26th Avenue North with students said, "it's beautiful, but doesn't feel safe because it is so busy with cars." She worries about her students at "every alley, every intersection, and every driveway." Teachers also said that they loved biking with students in Theodore Wirth and by the river. To get there, they expressed the need for east-west streets without many cars and that have space for kids to bike by twos, places where bikes can go but cars can't. Currently 26th Avenue North is being tried out as Stay Healthy Streets without diverting any cars from it. Similar east-west streets on the AAA network in South and NE are closed to cars, which perhaps suggests the need for an additional east-</p>
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		<p>west bike route in North Minneapolis that is free-er from cars and/or significant improvements still needed on Plymouth and 26th streets before they can function as a network for all ages and abilities. We suggest 30th Avenue as an additionally east-west neighborhood Greenway, which connects directly to Jordan Park and Hmong International Academy. Also--could 16th Avenue Greenway continue west of Queen?</p> <p>Additional Comments on Specific Streets:</p> <ul style="list-style-type: none"> - A connection is needed to Anwatin and Bryn Mawr from Queen Avenue Bike Boulevard. Perhaps designated bike facilities from Glenwood to Penn to Hawthorne or Laurel. - Also, how will students be able to bike to North High and Anwatin from the south, especially now as the school boundaries extend to the south through the Comprehensive District Design (CDD)? Could the City create a more direct route? See all CDD boundaries: https://e14b80d7-d6c3-4274-a023-e63a169f350e.filesusr.com/ugd/f43dcf_9bddd9a4e8db403ca0118d1cf4e2a47f.pdf - Connect 34th Street over the highway. Green Central is surrounded by difficult streets. (See also CDD boundaries.) - Please connect 26th Avenue North to connect to the River Road (it looks like there is a trail gap.), a key connection for school groups to the Mississippi River. We would also love to see it cross the river. - Like that 4th St N is designated to be a Near term low stress bikeway because Cityview is on 4th St N and that will help us get safely to other areas. - Glad to see that Washington Ave N/2nd street N and Marshall St NE will become bikeways. It was previously very difficult to bike to Webber Pool for summer youth programs. It is concerning that cars travel very fast on those streets, so we would like to see protection and traffic calming for those future bikeways. - Traveling east on 27th Ave NE requires you to climb a huge hill, but is a route to Northeast Middle School--is there a better road to serve as the bikeway? -The intersection is on 22nd and University is super stressful, with no control or signage for cars on University to slow or stop for bikers/pedestrians. -You end up waiting for cars for a long time before being able to cross. It is hoped that this intersection will be identified for improvements through TAP. - Connect 27th NE and 34th N over the river--neighborhood Greenways on both sides. <p>1.7 Comments: The MPS SRTS group was surprised that Metro Transit doesn't already provide safe, reliable and convenient transit routes and service for MPS high school students and that the difficulty level was "high."</p>
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		<p>6.6 Comments: We know that many students do not use transit because they cannot afford the bus pass, even when their family isn't identified as "low income." We support ensuring that all high school students receive very affordable or free bus passes regardless of income or location relative to school. Free/low cost transit passes will create a whole generation of transit users.</p> <p>Comments DESIGN GUIDE: A repeated request we also hear from schools is for school-zone signage that alerts everyone and especially those in cars to pay attention, that they are entering a special place. This request results because schools don't feel "seen" by the City-- often because the route to school is hazardous with busy streets and difficult intersections. As one way to address this issue and improve the route to school, we would like the Street Design Guide to recognize the areas near schools as a special place and in all projects and require the highest standard for crossing difficult streets that fall within a half mile radius of a school. Design guidance should require the highest standard of safe and comfortable crossings of high injury streets within a half mile of school in all four directions, north south, east and west. An additional idea is to integrate schools into the City's Complete Streets checklist. This recommendation was one of the top priorities of the MPS SRTS Action plan, which also offers a draft of what to include. See https://nutritionservices.mpls.k12.mn.us/uploads/mps_srts_strategic_action_plan_2017.pdf, especially pages 7, 35-36. Please accept these comments from the MPS members of the Safe Routes to School workgroup which meets monthly with internal and external partners to support and increase students walking and biking safely and comfortably. The comments synthesize feedback from staff across MPS who regularly walk and bike with students, from Teaching & Learning, and from the MPS SRTS work group which include representatives from CWS, EMSS, Transportation, Community Education and Planning. We focused on the walk, biking, and transit components of the plan.</p> <p>We found much to be excited about in this forward-thinking, goal-driven plan that emphasizes walking, biking, and transit as transportation modes. Note that we highlighted some but not all parts we found to be especially fantastic.</p>
<p>14</p>	<p>Bicycling, Walking, Design, Street Operations, Additional Comments</p>	<p>On behalf of our staff and supporters, we congratulate you and your team on creating the draft Transportation Action Plan (TAP). This plan will be instrumental in shaping our transportation system over the coming decade. We applaud the TAP's guiding principles being our City's collective equity and climate goals.</p> <p>Our general comments in support of actions related to walking, biking and rolling are laid out below:</p>

		<ul style="list-style-type: none"> - We support the creation of the Pedestrian Priority Network, and the decision to prioritize walking improvements along it. - We support the creation of the All Ages and Abilities Network, and the strategies and actions laid out to improve biking and rolling along this network. - We support the TAP’s commitment to rebalancing the public right of way to more fairly allocate space to those walking, biking and rolling. - In principle, we support the creation of a new Street Design Guide that will take a fresh approach to street design, and work to prioritize walking, biking and rolling, and seek to eliminate fatalities on our streets. - We support the TAP’s commitment to ensuring the sustainability of the Open Streets program. - We support the TAP’s goal of converting existing street right of way into places that foster more vibrant public spaces. <p>We are disappointed however that the TAP does not include a specific action for the City to lead the clearing of snow and ice from sidewalks, even on the Pedestrian Priority Network. Our current system of relying on individual property owners is not working—leaving many parts of the City inaccessible during winter, especially for folks with disabilities. We urge you to amend the plan to include an action under Strategy 4 to explore ways in which the City can lead snow and ice clearance on sidewalks.</p>
<p>15</p>	<p>Bicycling, Walking, Design, Street Operations, Transit, Technology, Freight, Additional Comments</p>	<p>I am pleased to submit my comments on Minneapolis draft Transportation Action Plan. The goals are strong, and I agree with them. My comments focus on changing physical environment to increase people’s safety, enjoyment and ease to walk, bike the take transit more frequently. I use example from my neighborhood, Whittier, and advocate for specific changes to the various proposed network based on my daily use and desired future use. I also believe Minneapolis needs to be a place for all people using all modes and that transportation is not an end in itself, but a means to support people lives and businesses, going from place to place.</p> <p>My key additions or modifications of the TAP relating to Whittier are:</p> <ol style="list-style-type: none"> 1. Add an All Ages trail on Pleasant Ave from 26th Street to Franklin Ave. 2. Add a Pedestrian Priority Network route on Grand/Pleasant Aves (following the All Age bike trail) from Lake St to Franklin Ave 3. Covert Garfield Av, Harriet Av, Grand Av, and Steven Av to two-way streets and please keep 1st Ave S a two-way street. 4. Modify the 26th Street All Ages trail to make it a 2-way trial from, at a minimum, Hennepin Ave to Chicago Ave. 5. Extend the 24th St All Ages trail west to Pleasant Ave. 6. Add a connection from the Midtown Greenway to the All Ages network at the existing Girard Ave access ramp and the grant funded County’s ADA ramp project at Harriet Ave/Soo Line gardens.

		<p>7. Make Harriet Ave from Lake St to Franklin Ave a Bike Boulevard and a 2-way street for vehicles</p> <p>8. Lighting levels on sidewalks, trails, and intersections need to be increase from current standards. They are too low and not safe.</p> <p>9. Add a B-Line stop at Grand Ave</p> <p>10. Convert the Nicollet streetcar to an ABRT line.</p> <p>It is also important to connect the city’s plans with of agencies plans, including MPRB’s park redesign and Hennepin County’s Community Works and Transportation projects. Also important is to recognize the newly created community school attendance boundaries that MPS approved this month.</p> <p>1. Add an All Ages trail on Pleasant Ave from 26th Street to Franklin Ave. There is a GAP of the All Ages network in the northern portion of Whittier. The 2011 Bike Master Plan had a bike facility on Pleasant Ave running from Franklin Ave to Lake St and beyond. This bike facility is no longer included in the TAP north of 26th Street. This route north of 26th St needs to be added back in in order to meet the goals of the TAP. The route is about bringing folks from this part of the neighborhood to Whittier Park/School and not only about commuting into downtown. These networks need to work at several scales, one is a broader city scale and the other is the internal neighborhood scale which facilitates bringing neighbors to destinations within the neighborhood itself.</p> <p>(note: this route could also be on Grand Ave, but it is more hilly and there is a bus stop at Franklin/Pleasant, there could likely be a future traffic signal at Pleasant/Franklin, and there is more ROW on Pleasant to make a sidewalk level, 2-way bike trail)</p> <p>2. Modify the 26th Street All Ages trail to make it a 2-way trail from, at a minimum, Hennepin Ave to Chicago Ave. Ideally, this route would be 2-way from Lake of the Isles to Hiawatha Ave. The route between Hennepin and Chicago Aves aligns with the newly approved MPS Whittier Community School attendance boundary.</p> <p>3. Extend the 24th St All Ages trail west to Pleasant Ave. This addition these three main things. First, it allows the students in Phillips to have more direct bike access to Whittier school by use the new 24th street ped bridge over I-35W. Second, it connects City of Lakes School (PreK-8) to the All Ages network. And third, it connects western and southern Whittier to Fair Oaks Park via the All Ages network.</p> <p>4. Add a connection from the Midtown Greenway to the All Ages network in the Wedge/Whittier area. The access at Girard Ave is not connected. Hennepin County’s ADA ramp project at Harriet Ave/Soo</p>
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		<p>Line gardens is not mentioned at all. This project received a CMAQ grant and is in conversation with MPRB who owns the land to make a permanent paved connection here (see appendix for CMAQ grant award). There is already a connection at this location that is heavily used, and I don't understand why it the county's project nor this existing access are not recognized in the TAP. The gap between paved access in this area is extreme (see Maps 5 and 6 below) The access at Harriet Ave is in an area that is seeing significant redevelopment that is adding hundreds of units of housing in the immediate few blocks, including many affordable housing units.</p> <p>5. 26th Street, 28th Street, and Bryant Ave north of Lake St are all shown as Existing All Ages or low stress routes which I take as no new improvements are planned since Bryant south of Lake is shown in blue to indicate a new All Ages route. I don't believe that any of these routes today are "all ages" or "low stress". I would not allow by 8 yr. old bike on any of these routes pre-COVID. Post-COVID he prefers to bike on 27th Street and not either in the 26th or 28th street bike lanes. I am sure we will head back to the trails and sidewalks as traffic picks up again this summer which limits where we can go.</p> <p>6. Make Harriet Ave from Lake St to Franklin Ave a Bike Boulevard and a 2-way street for vehicles. People today use Harriet Ave to ride between Franklin and the greenway today. (People also drive the wrong way down Harriet daily.) Formalizing this would give a bike route on either side of Lyndale Ave (Bryant Ave Bike Blvd on the west side and Harriet Ave Bike Blvd on the east side). Since Lyndale is impossible to cross in its current condition, is not planned for any bike routes, and the timing of a Lyndale reconstruction is undefined and years off, providing an equal facility on the east side of Lyndale is needed. This could also be achieved by traffic calming measures and a 2-way conversion without technically making in a "bike Blvd."</p> <p>7. Make the All Ages facility along Franklin between Hennepin and Lyndale Avenues a sidewalk level, curb separated, 2-wat trail along the north side of the street. This would align with an extension of this trail on the east side of Lyndale as part of the county's Franklin Ave reconstruction. The advantage to the east side trail on the north side is that it would be an uninterrupted extension of the Loring Greenway down Lyndale and east along Franklin to at least Blaisdell Ave provide a path that has no cross-street interference for many blocks. And most importantly, this connection would bring student from northern Wedge to Whittier Community School much safer.</p> <p>8. Consider placing the All Ages route planned for Hennepin Ave through heart of the Uptown commercial district one block to the east on Girard Ave. Girard is a much calmer and lower stress street. On-</p>
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		<p>street parking could be removed from one side of Girard to make space for the 2-way trail while preserving on-street parking and transit lanes in the core of the Uptown commercial district.</p> <p>Page 64 - Strategy 2 – add connections to Midtown Greenway from Harriet Ave/Soo Line gardens and Girard Ave</p> <p>Page 67 - Action 2.4 – The coordination with Minneapolis Park and Recreation Board’s Neighborhood and Regional Park Capital Investment Projects to improve bikeway connections between parkway trails and City-owned bikeways should include a connection at Harriet Ave/Soo Line garden to the Midtown Greenway as the MPRB is looking to take the greenway over as part of the regional park system.</p> <p>Page 69 - Strategy 3 - The All Ages and Abilities Network should be primarily be built as sidewalk level, curb separated, 2-way bike trails. In detail, this type of facility is truly all ages. We have great examples of this type of facility all over Minneapolis from the MRPB trails along the river and lakes, to the trail leading south from Loring Park to the Uptown area, and the Midtown Greenway. And they are where I took my 4 ½ yr. old on his first pedal bike. We just wouldn’t have biked as a family living in Whittier if it weren’t for those trails. Adding this type of facilities connection parks, schools, transit, and commercial services will get even more family biking at an earlier age and change the culture of Minneapolis forever. Godspeed.</p> <p>Page 71 – Strategy 4 - Enhance intersection design and safety during the buildout of the All Ages and Abilities Network needs to include a minimum light level (2 fc) covering ped ramp and waiting areas of bike lanes at intersections.</p> <p>Page 78 – Action 6.11 – This action should include additional lighting for both pedestrians/sidewalks and cyclist/bikeways as a way to have a holistic approach to lighting the entire ROW, not just light for cars or light just for peds.</p> <p>Page 75 - Strategy 10 – safe streets education needs to be statewide as visitor to the metro may have no idea about the newer bike infrastructure (what is the green paint all about?!?!). Can move MN or move Mpls help with this task?</p> <p>Page 41 – PPN map - There is an 1,800 ft gap in the Pedestrian Priority Network (PPN) running north-south in the center of Whittier. Pleasant Ave/Grand Ave should be added as a pedestrian priority street in Whittier. The yellow line follows the Grand/Pleasant Ave All Ages Bike trail noted in my comments on the bike chapter from Lake Street to Franklin Ave and connects transit from both street to Whittier School/Park. A spur at 28th St to Harriet Ave will connect it to the Midtown Greenway at Harriet Ave / Soo Line gardens.</p> <p>In more detail - while I agree paring the PPN to the all age bike network in concept and where practical, it’s hard to see the equity of</p>
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		<p>access of the 3 PPN streets in a row in eastern Whittier – Blaisdell Ave, Nicollet Ave (Eat Street), and 1st Ave. They seem to be PPN streets to match the bike network and not about how pedestrian move to Whittier destinations. The PPN even follows the jog north of the former K-mart property. No one would walk that jog. This proposed yellow PPN route connects transit corridors to the Whittier School/Park and advances the major goals of the TAP – connecting school and park to walking, biking and transit networks.</p> <p>Page 41 – PPN map - There are no connections from the PPN to the Midtown Greenway – at Girard Ave, at Bryant Ave, at Harriet Ave/Soo Line gardens and there should be.</p> <p>Page 41 – PPN map – The 26th St PPN should be extended west to Lake of the Isles via W 26th St and Euclid Pl to connect Whittier and the Wedge to the lakes. See Map 2 below.</p> <p>26th Street is already a major east-west ped/bike corridor in this part of the city with high population densities and high redevelopment activity - and should be enhanced as such from Lake of the Isle to Chicago Ave. This also aligns with the All Ages route to the lake.</p> <p>Page 41 – PPN map —There appears to be a bit of a “last block” problem with the PPN network (and All Age bike network). For example, Steve Square Park and Mueller Park are both not connected to either network (I am not counting the Bryant bike Blvd. as all ages). They are close but the block spur would connect them up the way the goals of the TAP suggest.</p> <p>Page 44 - Action 1.3 - Lighting levels on sidewalks and trails need to be increase from current standards. They are too low and not safe. For example, the 3000 block of Hennepin Ave S – the new lighting layout has half as many ped fixtures than what was removed, and it is far too dark for a retail shopping street. The new lighting standard need to ensure sidewalk have appropriate light levels for the context they are in. A shopping street. An extra wide ROW with high light glare of traffic head lights (Lyndale). A high pedestrian residential street (26th St). All need a different approach. A one size fit all will not work.</p> <p>47- “Actions to prioritize visibility and safety of pedestrians at intersections and midblock crossings” -Even though the title states “visibility of pedestrian” and the other actions are important, there is not one action about sidewalk and crosswalk lighting levels or where lighting should be place to aid in increasing visibility of pedestrian. The city should develop light level criteria for the different elements of the pedestrian infrastructure system (ped ramps/ped waiting areas, cross walks, sidewalks, etc.)</p> <p>Page 49 – “Actions to improve street lighting to increase visibility for pedestrians.”</p> <p>The actions listed do not going into enough detail to demonstrate what the city intends to do about lighting the public realm. There is no discussion about level of lighting, type of lighting, no mention of glare</p>
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		<p>free lighting or issues around CPTED.</p> <p>Below are a few example topics I would like to be covered in a new lighting policy (not holistic):</p> <ol style="list-style-type: none"> 1. light level criteria for the different elements of the pedestrian and bike infrastructure system 2. define what part of the public realm are more important to provide higher levels of illumination to provide pedestrians and cyclists protections. For example, Metro Transit has design criteria for LRT design, light levels at identified hazards is one portion of it. The objectives of the station, as one example, are below: <ul style="list-style-type: none"> General objectives for station lighting are as follow: <ul style="list-style-type: none"> - Promote safety by identifying and properly illuminating areas and elements of potential hazard; a well illuminated area allow the public to observe their surroundings and respond to potential threats. Horizontal and vertical brightness and color should be taken into account during the design process including uniformity; - Enhance the system’s visual and functional clarity by differentiating between site circulation networks, station entrances, fare collection/validation areas, and platforms; and - Reinforce the presentation of graphic messages. Pedestrian Crossing: The lighting design shall provide 1.5 times trackway illumination for 100’ before and after crossing, or if no trackway illumination is provided a minimum of 1.2 fc or 1.7 fc depending on location. <p>These are just examples of the level of sophistication the city should strive for. Vision Zero has to include robust criteria for lighting our street to protect and make visible our most vulnerable users in the public realm - and the best mode for reducing climate change - feet.</p> <ol style="list-style-type: none"> 3. Specific criteria that uses a place-based approach that allows for variation of the standards. I am thinking about Lyndale Ave S where the edges of the street are very dark, and the cars headlight are very bright. This is an environment of high contrast from roadway to sidewalk. A light plan would have to take into account the specific context to adequately make the pedestrian visible. Part of this context is the distance the buildings are set back from the sidewalk in some blocks. There is no added light from the building to light the edge of the roadway. This type of place-based approach should not be considered “enhanced lighting” as an “add on” as some roadway projects call it in the past. It should be considered minimum lighting for safety.
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		<p>4. Aesthetic considerations should also be included. The goal is to increase people’s desire to walk and aesthetic plays a role in that. One simple thing is to make the color of light poles match – make them all brown. Why some are black, and some are brown makes no sense and this outdated approach is overcome-able.</p> <p>5. Section on maintaining street scape designs on street with existing streetscape installations. One example is Eat Street. This street scaping is being eroded from 5G installation, traffic signal replacement and redevelopment. The former public investment shouldn’t be wasted by not paying attention.</p> <p>Page 56 – Freeway connection – new Action. When bridges are replaced over highways ensure that increased pedestrian space and ped scale lighting are included. As example, Nicollet Ave S (Eat Street) bridge over I-94 will be replace soon. It needs to have double the width of sidewalk and ped scale lighting to match the streetscape design. The sidewalk should stay in its off-bridge alignment and not jog toward the street on the bridge, this is done to save on bridge width, but it put the pedestrian much closer to traffic without street parking, and other street furniture, as a buffer. Traffic in general is going faster on the bridge than the street on either end of the bridge.</p> <p>Page 58 – Action 7.4 – also, require developers to provide power suitable for light and heat to bus shelter if on site or soon to be on site. Providing the power to a shelter is the single highest cost to Metro Transit for installing shelter light and heat in shelter and is why so many shelters do not have light and heat.</p> <p>Page 58 – Action 7.5 – also, stop vacating city right-of-way, especially if the vacation creates a super block of a redevelopment. Blocks and alley set the scale of the city and that scale, if increase walking is desired must be maintained to keep the ped scale active and varied.</p> <p>Page 58 – Action 7.6 – also, do not expand the extents of the skyway network, require a new land use approval step for new skyways that require proof of need, and allow no new retail in the skyway level. This will help to re-activate the downtown street level as the skyway has removed the activity from street level over the years. Discourage skyway outside of downtown.</p> <p>Page 155 – In terms of the ABRT lines, the 5- and 10-min walksheds need to be calculated from the actual stops, not just the transit corridor. If the map considered the stops as the end point for ABRT, the map would look very different. The same holds true for the LRT lines. To take this one step future, drawing walking routes on actual sidewalks and adding time for stopping at traffic signals or walking any extra block to a traffic signal, such as on Lyndale Ave S, will future reduce the distance one can walk in 5 or 10 minutes.</p>
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		<p>must include the layout coordination of all city-controlled infrastructure, including taking aesthetics and lighting into concertation and change out of date city practices. The design guide should include guidance for agencies like Metro Transit as to how bus shelters fit into the typologies and typical intersection layouts.</p> <p>Page 185 – Strategy 1 – The TAP should be specific about traffic calming of neighborhood streets as a goal. Many streets are one-way street for no good reasons and should be converted back two-way street. Other strategies such as intersection tables, traffic circles, continuous sidewalks, curb extensions, painted crosswalks, on-street parking, narrower drive lanes, street trees, safe level of lighting all help to achieve this goal. Many of these items can also be used to capture storm water before it enters the pipe network.</p> <p>For example, the north-south, one-way streets in Whittier should be converted back to two-way street. Garfield, Harriet, Grand, Stevens. Please keep 1st Ave S a two-way street. (It was such an awful fast street before as a one-way and at least traffic slow down a little now) One-way streets are so dangerous for peds and many drivers drive the wrong way any way and most drivers only look in the direction of on-coming traffic at intersections and if you are a ped walking the other way, drivers never look for you when you want to cross in front of them. One-way streets allow traffic drive at top speeds with no risk of a car coming at you.</p> <p>Page 184 – good conceptual layout of streets, but missing traffic signal poles, push button pedestals, utility boxes, street lighting, bus shelters at the intersection.</p> <p>Page 185 – Action 1.2 - need typical interception design to ensure the city control infrastructure is laid out and installed in unified way to avoid unintended consequences, e.g. ped push button in the walking path, traffic signal poles in taking up value sidewalk space to save the cost if installing a pedestal for an ADA push button. See detailed example below.</p> <p>A 24” wide base takes up too much valuable sidewalk space. The 6” base should be used in most cases. A 24” base is 4 times the width of the small pedestal. Saving the capital cost of one 6” pedestal per corner is not worth the trade of in severely reducing the sidewalk space and travel path.</p> <p>Page 186 – The goals is to increase walking as mode share – how to do that? The action listed are all random items that don’t add up to a unified whole and lack an understanding of how the make street more desirable for walking. Create standards to follow for the fundamental items that make up a typical street in Minneapolis and make that street a place where people what to be and enjoy a stroll.</p>
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		<p>Below is a list of fundamental street elements that every street needs to do successfully if the pedestrian mode sharing is going to increase.</p> <ol style="list-style-type: none"> 1. Reduce vehicle speeds 2. Reduce curb cuts 3. Provide as much clear walking space for the sidewalk as possible 4. Coordinate the layout of city-controlled infrastructure and infrastructure from other agencies 5. Add trees and ground level greening 6. Add light to sidewalks 7. Add light to intersections 8. Provide and empty trash and recycling can 9. shorten crossing distance 10. Add traffic signals in high density/high pedestrian areas and areas will high rates of redevelopment 11. Provide power to all bus shelter or require redevelopments to add power from their new building (CPED) 12. Request building owners to install exterior lighting on sidewalk sides of buildings (CPED) 13. Maintain existing street scape investments when maintenance, improvements or redevelopments occur (i.e. Eat Street streetscaping is eroding with 5G installations and traffic signal replacements) 14. Add basic wayfinding esp. for biking network (think like you don't live here) 15. Make pet friendly <p>Page 186 – Begin to use continuous sidewalks along major corridors in the city. Hennepin Ave S would be a good pilot project since it is city owned and planned for reconstruction soon. These have worked well in Holland for years.</p> <p>Page 186 – Aesthetics of the street does matter - Pick one color of all city control street infrastructure – it is time to recognize that public works has the largest input of the aesthetics of our city streets. A few small changes would go a long way to increase the attractiveness of our streets.</p> <ol style="list-style-type: none"> 1. All Light poles no matter the type and fixtures all the same color – brown. 2. All traffic signal poles, pedestals and armatures all the small color – brown. No more yellow, green, black. It all can come out the same brown from the factory. <p>Page 186 – Aesthetics of the street does matter. I have noticed that the Eat Street streetscaping continuity is being eroded. I am speaking of the lack of new infrastructure following the green color scheme (they are brown) and the sidewalk jointing pattern in a sidewalk when panels are replaced or with new sidewalks for redevelopments. It is being eroded by new development, traffic signal replacement, 5G installation, and general maintenance. The public's significant</p>
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		<p>investment in the original streetscape should be maintained and be re-invested in with these new improvements/projects. The scope and scale of the erosion is significant to impact the overall experience of the street and with the recently good news about Kmart, this street is even more important.</p> <p>Page 186 –take a comprehensive review of how all city-controlled infrastructure is designed and built to reduce silos and create more unified pedestrian paths and places</p> <p>Page 194 – establish minimum light levels at transit stop, ped ramps and crosswalk along that are installed and maintained by the city</p> <p>Page 198 – Action 6.1 what does the below mean in practical terms? - Change 26th St E/W from Hennepin Ave S to Cedar Ave from Other Minor to Major Collector and extend to Minnehaha. - Change 28th St E/W from Hennepin Ave S to Cedar Ave from Other Minor to Major Collector and extend to Hiawatha.</p> <p>Page 195 – Strategy 6 - the city also needs to work and push Hennepin County on complete street design – i.e. Lyndale Ave S, should make specific mention of the need to come together with the county. It is a huge conflict that at least the residents of Minneapolis are trying to do something about. There is not one reference to the term "county" in this chapter.</p> <p>Page 163 – Action 2.1 – safety feature should include adding traffic signals and also a safe and adequate level of lighting along sidewalks, trails, and roadways along High Injury Streets. Example, Lyndale Ave S needs full traffic signals at 25th and 27th, and it also needs a much higher level of lighting, not only at intersections, but along the entire length. The existing darkness creates an environment where drivers do have the elements visible in their peripheral vision at night to slow them down and makes it seem natural to drive faster. More light along the road edge, i.e. along the sidewalk and building faces, will slow traffic down. Compare Hennepin Ave S to Lyndale Ave S and see the immediate difference sidewalk lighting makes to traffic speeds and visibility of pedestrians.</p> <p>Page 163 – Action 2.2 – The city needs to clearly communicate to Hennepin County at all levels of staff and elected that the City is committed to funding its local match to County projects over the term of this plan. The County currently perceives the lack of committed funding from the City as a lack of support. This needs to change. Lyndale can go first.</p> <p>Page 165 – Action 5.4 – On-street parking does two things which should be maintain, at least in part, into the future. One, on-street parking supports small businesses in our commercial nodes and along our commercial corridors and parkers become pedestrians adding vitality to the street. And two, on-street parking creates a safer environment for pedestrians on the sidewalk by providing a physical buffer and by slowing vehicle traffic speed in the drive lane.</p>
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		<p>On-street parking is not all bad as some advocates would like everyone to believe. The City needs shops and small businesses to serve its people. Without shops in close proximity to homes, there will be no shops and businesses to walk or bike to since all retail shops will consulate in higher auto dominate areas of the city and in the suburbs. Retail business cannot depend on all its shoppers to walk, bike and take transit. The housing unit density is not dense enough and the transit frequency not fast enough (at least over the course of this 10-year plan) to support that level. Even if the goals are met in 2030, 20% of trips are still by personal automobile. Losing 20% of your customers will close many small businesses. And that 20% is only trips origination in the city limits and not counting the customers driving in from nearby suburbs. Some level of on-street parking along our commercial corridors must be keep. One only needs to look to the 3000 block of Hennepin Ave S as to what not to do.</p> <p>Page 169 – Action 5.5 – On transit corridors which are almost always commercial corridors, too, both the transit and the commercial uses need to be supported and prioritized. There will never be enough right-of-way width to support small business with some level of on-street parking, provide bus only lanes and provide adequately protected bike facilities, not to mention wider sidewalks and street trees. The City will need to make difficult decisions on how to choose between which modes to prioritize in transit/commercial corridors.</p> <p>For example, along the Hennepin Ave S corridor, could the all ages bike trial be on Girard Ave S from 31st Street to 26th Street. This would put the bike facility a block east of Hennepin Ave and reduce the inherit conflict between the on-street bike facility we see at the 3000 block of Hennepin Ave S today. It would also put the all ages route on a much calmer street. On-street parking could be removed from Girard Ave without harming small businesses and transit could be prioritized on Hennepin Ave, as it should be. (Calhoun Square’s new owner is looking to do big renovations, get a transportation easement along the vacant Girard during the entitlements process). We have only a limited number of transit corridors in the city to begin with, they all should be the mode of priority in the corridor they operate in. North of 26th Street the all ages route could jog to Bryant Ave bike Blvd. or stay on Hennepin Ave.</p> <p>Page 169 – Action 5.5 – Revisiting the insanity of permit only parking near commercial areas is a must. Too many empty parking spaces remain once implemented. This hurts not only the businesses, but also the employees who need to drive. Maybe old-fashioned park meters are the answer with permits for resident and nearby employees to be able to park for longer time frames.</p>
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		<p>Page 172 – Action 6.5 – also, stopping the practice of vacating alley and street right-of-way for redevelopments and large institutions is a way to maintain public realm connectivity now and into the future.</p> <p>Page 177 – Action 8.4 – add removing the green right arrow from WB Franklin Ave to NB Lyndale Ave S – it promotes drivers to leave downtown and travel through Whitter to get to I-94 in PM peak – this is VERY dangerous for ped and bikers.</p> <p>Page 177 – action 8.4 – add reconfiguring the free right turn from NB Lyndale Ave S to EB I-94 on ramp. VERY dangerous for bikes and peds.</p> <p>Page 120 – Action 1.7 – Ensure the pedestrians and bicyclists are include in the advances of technology in the street.</p> <p>For example, today thousands of dollars are spent on cameras/technology at every signalized intersection to detect vehicles. What can be done to increase safety of pedestrians and bicyclists. So much energy is spent on vehicle technology, how can technology be used to save the lives of pedestrians and bicyclists? Even a simple technology like defining minimum safe light levels of sidewalks is missing from this action plan. And no, the current lighting policy is not sufficient. Lighting needs to become much more sophisticated in the city.</p> <p>Page 124 – Action 2.6 – Yes, Pleas reintroduce car share like CarToGo! I miss it so!</p> <p>Page 142 – Action 1.1– Ensure these on-site loading efficiencies do not negatively impact pedestrian safety by using too much ground floor space for vehicle maneuvering or the addition of curb cuts, to name a few.</p> <p>Page 142 – Action 1.3–Consideration should be given to utilizing MPRB rec centers as location for delivery drop points or locker locations. The walking and biking networks have a goal of connecting to all parks. This could bring needed revenue to MPRB and create social hubs of activity throughout the day and night.</p> <p>Page 143 – Action 1.7 – I completely support the increase use of alleys of take pressure off streets for deliveries and other type of functions.</p> <p>Page 149 – Action 4.4 – Provide residents a clear way to report idling vehicles and provide staff to enforce this violation in real time. In addition to trucks, many personal vehicles will park and idle along city parks, wasting gas, polluting the air and contributing to globally climate change.</p>
<p>16*†</p>	<p>Bicycling, Walking, Transit, Street Operations, Design, Additional Comments</p>	<p>I am very supportive of the transformative Transportation Action Plan. I commend City staff and leaders for proposing the strong vision, actions, and strategies in the plan. Please accept these comments to the plan:</p> <p>-TAP should be drafted around a goal of city-wide carbon neutrality by 2050.</p>

Minneapolis Transportation Action Plan (Engagement Phase 3)

Email

		<ul style="list-style-type: none"> - The City's most dangerous streets are owned by Hennepin County and MnDOT. The plan should say the city must hold the county and state to the same high standards set by the TAP. - I strongly support Transit Strategy 1: ?Increasing transit coverage so that 75% of city residents are located within a quarter mile and 90% of residents are located within a half mile of high frequency transit corridors.? However, the plan should also target transit wait times of five minutes or less and transit trips being as fast, or faster, than a car - in line with other regions? transit systems that actually achieve 25% transit ridership. - I support the elimination of the use of vehicular Level of Service in future street planning. (Street Operations Action 3.2) - I strongly support the 2030 mode shift goal of having 3 out of every 5 trips taken by walking, biking or transit. I encourage the City to go further and increase this goal. (Street Operations Strategy 6) - Winter sidewalk maintenance should be prioritized. Sidewalks should be accessible year-round. TAP should include a plan to clear sidewalk snow in the pedestrian priority network. (Walking Strategy 4) - I support completing the All Ages and Abilities Network as soon as possible. (Biking as a whole) - All Public Works staff should be trained in and use best salt practices for winter maintenance. Amount of salt applied annually should be well documented. Smart Salt training and education should be utilized to reduce the amount of salt used on roads, sidewalks, and parking lots, both public and private, while still maintaining safety. (Design Strategy 3) - I support re-evaluating the use of pedestrian-actuated buttons, marking crosswalks at intersections without traffic lights, and making pedestrian street lighting part of reconstruction projects on the pedestrian priority network. (Walking as whole) - I support the rapid expansion of high-frequency transit and transit-only lanes on more roads. (Transit as a whole).
17	Bicycling, Walking, Transit, Additional Comments	<p>Most of my trips from home involve biking, walking, and transit. I feel very fortunate to live in the city and have these options available to me. But it is crucial to have these options available to the greater percentage of our population. . But it is crucial to have these options available to the greater percentage of our population. It's not only good for our climate, but great for our pocketbooks. Please, take bold action - we can't afford not too!</p>
18	Bicycling, Walking, Transit	<p>I frequently bike through Minneapolis and would love to see expanded bike infrastructure as well as more public transit and safe, expanded pedestrian options. Let's reduce the number of single-occupancy cars- for our health, and for the climate.</p>
19	Bicycling, Walking	<p>Always appreciative of steps to make pedestrian and bicycles safer!</p>
20	Bicycling, Walking	<p>I'm retired now but biking and walking more than ever. With this wonderful vision for active transportation, maybe we can catchup to</p>

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		Washington and Oregon match their successful for making biking and walking safer and more enjoyable.
21	Bicycling, Walking, Transit	From a public health perspective, increasing walking, cycling, and mass transit increase exercise and decrease pollution. The rewards are both economic and personal. I strongly urge a transition away from vehicular traffic.
22	Bicycling, Transit	My daughter and son-in- law live in Mpls. I bike and take transit from St Paul to visit them. These systems are essential.
23	Bicycling, Walking, Street Operations	Consider the permanent parkway closures and making them into bike lanes and the paths walking only.
24	Bicycling, Design, Street Operations	More bikes! More trees! More sidewalk cafes! And please stop approving every new apartment complex. Some areas of town now too dense, too much traffic.
25	Bicycling, Transit	I support this effort because we live on the Eastside in St Paul. We biked the Gateway Trail with our two children before it was built on the abandoned RR bed. I bike to meetings downtown and at the Capitol using Phalen Blvd. If the weather isn't to my liking, I take the 64, and am looking forward to the Rush Line making the trip even faster. The RR bed used to be Mary Ellen's route to her process engineering work at 3M. Our son wore a 3M mask the year he biked to our embassy in Ha Noi as a USAF DAT. He's biked to work in St Paul, Anchorage and Albuquerque. Our son in law biked to work in St Paul and Anchorage. Our daughter used the Greenway to run or bike to her school in MPS. Oh, I biked to the tower at 3M and to my youth minister work at a church in Robbinsdale - Larpenture and Broadway. We were early members of the renewed 3M bike Club. AT 71 we walk 1-3 miles to grocery and hardware stores. Keep your work moving forward so St Paul can continue to be 10 years behind you. We look to you for our future efforts.
26	Bicycling, Walking, Transit	I greatly support more shoveling of pedestrian sidewalks during the winter and strongly support any initiative that increases the accessibility of my cleans and bike trails and also, I support enhanced pressure and metro transit and the Met Council to provide more heated and sheltered bus stops.
27	Bicycling	Please make bicycle infrastructure equitably available across our city, including neighborhoods in North Minneapolis.
28	Bicycling, Walking	During this COVID-19 time I am seeing so many people working from home, walking and biking and acting as engaged citizens in an uncertain future. Make walking and biking choices easier for all of us Thanks for your efforts.
29	Bicycling, Walking	I love to walk and bike in the city and as a baby boomer safely is of great concern to me and my wife. I hope to have a walkable city for my grandchild and all others and breathable air for all!

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30	Bicycling, Walking, Design, Street Operations	I support turning more residential streets into greenways for bikes and pedestrians only.
31	Bicycling	I am so proud that Minnesota is so bike friendly- it's one of the reasons I moved here. Thank you for what you do to keep MN green and I am excited to see o state keep progressing in that direction!
32	Bicycling, Walking	Minneapolis is often called out as one of the healthiest cities. As a senior who tries to stay fit by walking year-round and bicycling, it is SO important to have safe venues to do those things. Please prioritize the health and fitness of everyone and make our roads and sidewalks safe! Thank you.
33	Bicycling, Transit, Walking, Technology, Street Operations, design	<p>I believe the most important things that can be done within existing roadway space, and with slight reconfigurations and adjustments are:</p> <ol style="list-style-type: none"> 1. Implement a network of dedicated bus priority lanes with automatic (driver operated camera) enforcement. I hope that the city will work with Metro Transit to reconsider the existing aBRT proposals and develop a network that reaches more people. The proposal by Alex Schieferdecker last year represents a better network for aBRT. 2. Rapidly build out the protected bike lane network with more substantial protection than the plastic sticks and paint that are currently used. Concrete planter boxes and metal bollards or Dezipline curbs would provide a way to do this. When streets are reconstructed with protected bike lanes, they should be at sidewalk level, the example on Washington Ave is quite good even though Washington is a busy street. 3. Commit to city clearance of snow on the pedestrian priority network. Private property owners are already paying to clear snow on these streets. The total social cost of snow clearance would almost certainly decrease if a more efficient public system was implemented. The costs of this clearance can be charged back to property owners on the network, and explanation made of the likely savings to most owners. Currently property owners are taxed with their labor to clear snow, the city would be taxing money and spending that money on more efficient capital (small plows and sweepers) intensive ways of clearing snow. 4. Leading pedestrian signals, and pedestrians' scrambles should be the default configuration for pedestrian accommodations at signalized intersections. Deviations from the pedestrian scramble standard should be justified, while leading pedestrian signals should be universal.

		<p>Specific more visionary items that I hope the city will address over the next 10 years include the following. Some of these are likely to be budget neutral or positive by reducing long-term maintenance costs.</p> <ol style="list-style-type: none"> 1. Investigate closure to vehicles of streets in high pedestrian traffic areas. For example, 14th Ave SE through Dinkytown could be a pedestrian mall for two blocks between University Ave and 5th SE. <p>In downtown Minneapolis there are segments of 5th St that serve no private access needs but require accommodation of drivers. Consider closing these street segments for the blocks they exist, and making the space available for pedestrians and bikes, and other uses.</p> <ol style="list-style-type: none"> 2. In residential areas investigate ways in which "super blocks" of car-free neighborhoods can be created. Within these blocks excess street space could be sold for residential development. In many residential neighborhoods of Minneapolis, the right of way on cul-de-sacs and dead ends is over 28' wide while serving essentially as driveways. Identify these segments and sell half the right-of-way for housing, reducing maintenance costs and increasing the tax base. 3. Develop more robust pedestrian crossing markings. I applaud the city's commitment to painting crosswalks in more locations, but these typically wear off after a year or so. Perhaps crosswalks could be completed in different colored pavers or raised table crosswalks could become a standard. 4. Work with the state legislature to legalize automated enforcement of speeding, red-light, and crosswalk violations by motor vehicles to help achieve Vision Zero goals.
<p>34</p>	<p>Bicycling, Transit, Walking, Street Operations, Additional Comments</p>	<p>We were thrilled to see that the draft TAP sets bold targets for shifting Minneapolis residents, workers, and visitors from single occupancy vehicles to transit, biking, and walking. We are further heartened by the plan's goals to improve available accessible and affordable transportation modes relied on by many of Minneapolis' low income and BIPOC communities. We fully embrace the pan's overall direction and wholeheartedly agree that these changes are necessary if Minneapolis wishes to achieve city goals around equity and climate.</p> <p>In summary, our recommendations are as follows:</p> <ul style="list-style-type: none"> - Increase carbon-reduction goals in the TAP, consistent with 2040 Plan and IPCC guidance (Part I.). - Set concrete targets for speed, navigability, and access, and benchmark these targets against cities and transit systems that have achieved your mode-share goal (Part II.): - Transit should travel faster than cars (Part II. a).

		<p>- System navigation tools, particularly maps, should be widely posted and available (Part II. b.).</p> <p>- Wait times should be 5 minutes or less (Part II. c. ii.).</p> <p>I. OVERARCHING THEME IN THE DRAFT TRANSPORTATION ACTION PLAN (TAP)</p> <p>The draft TAP sets a goal to reduce Minneapolis' transportation-related carbon pollution 35% by 2030 compared to 2010 numbers. But the Intergovernmental Panel on Climate Change (IPCC) says the world needs to reduce carbon pollution by 45% by 2030 if we want to hold warming to 1.5C, which would head off extraordinary hardship for hundreds of millions of people. Of course, every increment of global warming avoided prevents deaths, disease, economic and social upheaval, and other pain and instability, particularly for people of color and low income populations, so we hope that in practice Minneapolis adopts a fast-as-possible approach.</p> <p>We understand that the TAP is drafted to reflect Minneapolis' current climate target of 80% GHG reduction by 2050. However, the Minneapolis 2040 Plan effectively revises the city goal to mirror 1.5C IPCC guidance by requiring the city to "update the Minneapolis Climate Action Plan to provide a roadmap, with clear benchmarks, for achieving community-wide carbon neutrality by 2050." To draft the TAP consistent with a soon-to-be-obsolete climate target makes no sense, particularly given how absolutely urgent immense action on decarbonization is. The TAP goals and policies should be drafted to achieve the new Minneapolis mandated goal of complete carbon neutrality by 2050, particularly given the existential threat posed by climate change.</p> <p>II. OVERARCHING THEMES IN THE TRANSIT CHAPTER</p> <p>We appreciate and support the many strategies and goals in the TAP's transit chapter. We also believe the TAP lacks several important goals that will support the city's broader climate goals and will help determine whether or not TAP Actions have adequately improved the city's transit system. We recommend two additional overarching transit goals, one related to vehicle speed and one related to navigability (see Parts II. a and II. b. of this letter). We applaud the TAP's specific goals around access and recommend strengthening your headway goal.</p> <p>We believe all transit goals should be benchmarked against transit systems that achieve the 25% transit mode share level sought in the TAP. In the United States, the systems that achieve a better than 25% transit mode share are: New York City (57% transit mode share), Washington D.C. (37% transit mode share), Boston (34% transit mode share), San Francisco (33% transit mode share), Chicago (28% transit</p>
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	<p>mode share), and Philadelphia (26% transit mode share). These will be referred to as "Benchmark Cities" in this document.</p> <p>Ultimately, transit riders should be able to:</p> <ul style="list-style-type: none"> - Reliably get where they need to go when they need to go there (not 15 or 30 minutes earlier or later). - Have flexibility in their schedules (if someone is delayed 5 minutes at work, they should be about 5 minutes late to their destination, not 30 minutes late). - Understand how to navigate the transit system even if they are not intimately familiar with it. - Have a safe, fast, and dignified trip. <p>Minneapolis does not have jurisdiction over all of these transit experience elements. However, with control of the right of way and signals, and through partnerships, Minneapolis can make big strides toward delivering a substantially better transit system. We look forward to working with Public Works to make these improvements.</p> <p>a. SPEED</p> <p>People make transportation choices based on a range of factor including, in particular, the efficiency of a particular mode relative to others. In addition, transit speed has a very real -and too often dire-impacts on Twin Cities residents' lives. For example, a 2015 study found that Twin Cities "transit riders of color lose about four weeks more per year than white drivers in travel time to work."</p> <p>High Frequency Transit speeds in the Twin Cities vary quite a bit depending on the mode (LRT, BRT, or regular route bus). On average, Twin Cities routes travel at speeds comparable to Benchmark City systems. Where Twin Cities High Frequency Transit fails relative to Benchmark City systems is in the <u>comparative speed</u> between transit and car travel. For example, "according to Google Map estimates, driving a car along Hennepin Ave is 47 percent faster than taking transit...[while] in an analogous car-to-transit matchup in New York transit is 30 percent faster than a car; in D.C., transit is 18 percent faster; [and] in Chicago, transit is fully twice as fast."</p> <p>In Benchmark Cities, where transit provides faster service than car travel, transit ridership is higher than in the Twin Cities. Similarly, in the Twin Cities themselves, transition from local bus service to Bus Rapid Transit result in higher ridership: the A Line, which replaced the #84, travels 29% faster than did the #84 and has 30% higher ridership.</p> <p>Because of the importance of speed to ridership and mode share, and because of the added importance of relative speed between modes, we strongly recommend Public Works incorporate the following goal</p>
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		<p>into the Transportation Action Plan:</p> <p>A transfer-free High Frequency Transit Network transit trip should be faster than traveling the same route by car.</p> <p>This goal will help inform numerous other goals in the TAP's transit chapter. For example, while we are grateful that the TAP identifies numerous candidate streets for dedicated bus lanes or "other transit advantages" (presumably signal priority, curb extensions, and other improvements in the right of way- we strongly recommend clearly defining a non-exhaustive list of "other transit advantages"), the TAP does not indicate how each of these potential actions improve the transit system beyond a generalized "faster" state. But how much faster? Relative to what? Establishing a concrete measure for relative speed allows planners and engineers to determine whether or not sufficient speed-enhancing changes have been made to a particular route and will avoid politically laden debates about implementing goals that are too high-level to provide line-specific guidance (such as goals around emissions reduction).</p> <p>In addition, introducing multiple strong measures to increase transit speed carries auxiliary benefits, including the popular and important benefit of reducing wait times between vehicles. Reducing wait times is important to attracting new riders because wait time is the first experience new riders have with the system.</p> <p>Finally, by introducing a goal to make buses <u>faster</u> than cars, the TAP would underscore the city's commitment to complete streets principles of actually prioritizing non-automobile modes. Until there is an actual, complete priority shift from cars to other modes we will not see real change in our streets or mode shares.</p> <p>b. NAVIGABILITY</p> <p>Our region's transit system is an insider's game when it comes to navigation. Arriving at MSP airport and staying at the Moxy in Uptown? Get a cab- you'll never be able to navigate your way to this densely populated transit-served central location with available transit maps.</p> <p>Our transit system has no clear navigation systems, nor any clear focus in easily available sources. In recent years Metro Transit posted route maps and basic timetables at bus stops, but if you are trying to get somewhere not on that line (i.e. if you need a transfer), you are on your own. The perfectly reasonable guide to our region's core, reliable transit routes- the High Frequency Transit Network map (pictured at right)- has, for inscrutable reasons, never been posted at transit stops, on buses, or on trains and is difficult to find online.</p>
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	<p>Further, Minneapolis' transit system lacks widespread technology-backed on-location navigation aids. For example, some stops, and stations have real time arrival, some do not. Some indicate vehicular direction, some do not.</p> <p>Finally, too many non-High-Frequency routes do not supply complete information at stops. A Move Minnesota volunteer noted that stops for the #25 -which only runs on weekdays- do not indicate the degree to which service is limited. Someone unfamiliar with the route could stand at a pole with a "T" sign for 48 hours and never see a bus!</p> <p>Supplying and posting transit navigation aids -and in the process, defining the important core network for the public (as you do for TAP readers on pages 94-95 of the draft TAP) - is within Minneapolis' jurisdictional power. We ask that you embrace this important work by adopting the following goal:</p> <p>Ensure that someone completely unfamiliar with Minneapolis' transit system can understand and navigate the entire High Frequency Transit Network with system maps and navigation tools available at every transit center, transit station, High Frequency route bus shelter, and major intersection served by High Frequency Transit.</p> <p>This goal -which in practice can be boiled down to "provide system maps everywhere" - would align navigation tools for Minneapolis' core transit routes with navigation available at any transit station in a Benchmark City.</p> <p>In addition to the above goal, Move Minnesota encourages Minneapolis to partner with Metro Transit to:</p> <ul style="list-style-type: none"> - Provide as much certainty to route alignments as possible so that bus routes operate like fixed route rail. This means that lines should not be rerouted (for events, roadwork, etc.) except in the most unusual circumstances. Predictability and dependability of transit is of paramount importance if Minneapolis expects its residents to fully rely on the system. - Redesign the lettering system of High Frequency Transit routes so that all core-route branches are intuitively and logically understandable to a transit newcomer. <p>c. ACCESS</p> <p>Transportation is only useful if people can access it. True access requires both physical access (the ability to reach stations and board vehicles) and temporal access (the ability to get on transit when you need to). The concept of access embraces both dependability and reliability.</p>
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		<p>i. Physical Access</p> <p>The TAP establishes a strong and specific goal around transit access in targeting that "75% of residents are within a 5-minute walk of high frequency transit and 90% are within a 10-minute walk. "We strongly encourage Public Works to retain this goal. In addition, the quality of the 5 or 10-minute walk matters too. That is why we encourage Public Works and city leaders to embrace the opportunity presented by coronavirus-era social distancing requirements and make permanent current Stay Healthy Street loops and widened pedestrian and bicycle zones established in high-foot-traffic areas.</p> <p>We also strongly endorse Walking Action 4.3 related to winter maintenance and access to stops and stations- when access is physically denied to members of our community for half the year, it creates an unjust and unreliable system.</p> <p>ii. Temporal Access</p> <p>The TAP draft proposes that Metro Transit's current definition High Frequency Transit- that a vehicle come at least every 15 minutes through the day- should be strengthened to a 10-minute maximum wait time. The plan should go much further. A 10-minute wait might be fine at midday on a lightly traveled route, but:</p> <p>Rush hour transit on key corridors should come at least every 5 minutes.</p> <p>Five-minute wait times fall within the window of wait times in Benchmark City systems, although it falls short of the Benchmark City average wait of 3.2 minutes during peak hours. Thus we recommend that 5-minute wait times at rush hour be a ceiling for all High Frequency Transit lines.</p> <p>Further, reasonably high frequency- 15 minutes or better- should be available in the evening, until at least 10:00 PM, so that our community can truly rely on transit for all their needs. Finally, transit service on all core routes should be available throughout the night.</p> <p>We realize headways are largely within Metro Transit's jurisdiction, although transit speed- in part within Minneapolis' jurisdiction- plays a role in headways. We encourage Minneapolis to place headway improvements at the top of its list of partnership priorities with Metro Transit.</p> <p>III. CONCLUSION</p> <p>Transit is critical to well-functioning cities. A fast, navigable, and accessible transit system allows people to rely on transit for everything- not just morning and evening commutes. It allows people</p>
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		<p>to forego the immense cost of car ownership. It allows people to reduce or eliminate carbon pollution from their travel. Transit is the backbone of a just and climate-sustainable future.</p> <p>Until transit can be honestly considered a practical and dignified choice for all Minneapolitans, regardless of age, income, race, or ability, the system is failing. And improving the system is incredibly urgent because of the climate realities articulated in Part I of this document and the injustice of delayed and molasses- paced trips in our current system. Further, one bad experience on transit can be enough to torpedo someone's interest in riding the system, particularly in a place like Minneapolis where driving remains too easy- to build ridership, we need consistent service and positive experiences for riders on every trip.</p> <p>We write this letter during the coronavirus outbreak, when car traffic on our streets is light. Minneapolis has an opportunity- not just in this plan, but in the immediate future- to change how people get around. We encourage you to adopt the TAP recommendations outlined in this letter, and further hope that you improve the speed of, navigability of, and access to our core transit system as soon as possible.</p>
<p>35</p>	<p>Bicycling, Walking, Transit, Street Operations, Design</p>	<p>Walking The City proposes establishing a Priority Pedestrian Network (PPN) where they will focus pedestrian improvements including the installation of pedestrian-level streetlights. The PPN should include enhanced sidewalk snow clearance because conditions can be poor for much of the winter.</p> <p>The PPN includes Lake, and 36th Streets and Hennepin and Bryant Avenues in South Uptown. However, the PPN would only extend to 31st St. on Lyndale Avenue. It should extend at least to 38th Street because Lyndale is designated Corridor 4 in the Comprehensive Plan and identified as a possible high frequency bus route in the TAP.</p> <p>There should be more specific info about improvements to dangerous intersections such as Hennepin & Lake and Lyndale & Lake St.</p> <p>Biking Bryant Avenue is designated to include a “low-stress” bike facility. Does this mean that there will be some sort of separation from cars for bicyclists?</p> <p>Hennepin Ave is designated as a “connector” bike facility, which means a lane is provided adjacent to the driving lane. South Uptown neighbors are concerned about the new Hennepin facility because of the lack of separation, traffic speeds and volume, and traffic particularly near Lake Street.</p>

		<p>There should be a low stress bike facility identified on Girard between 31st and the Greenway.</p> <p>South Uptown supports the inclusion of W. 31st St. as a future “low-stress” bike facility.</p> <p>The “low-stress” bike facility along W. 36th Street should extend from Bde Maka Ska to Bryant rather than Dupont Ave/ King’s Highway.</p> <p>Transit South Uptown supports making Hennepin Avenue and Lake Street high-frequency transit routes.</p> <p>South Uptown supports studying Lyndale and Bryant Avenues to determine which is more appropriate for a future high frequency transit route.</p> <p>Street Operation/Design South Uptown supports the commitment to reduce traffic speeds by reallocating street space with 4-lane to 3-lane conversions particularly: 1.) Hennepin Ave (between Franklin and 31st St), 2.) Lyndale Ave S. (between Franklin & 31st St.) and 3.) Lake St. (between Dupont and the Mississippi River).</p> <p>The TAP should consider changes to the Lake & Lagoon one-way pair such as converting to 2-lane traffic or reducing the number of traffic lanes.</p> <p>South Uptown supports a “curbside management plan” particularly establishing more drop off zones.</p>
36	Bicycling, Transit, Walking, Additional Comments	<p>More efficient public transit, bike lanes, and clear/safe sidewalks are all goals that I support. I am an avid bicycle commuter and I love Minneapolis because it is one of the best places to bike. As the streets become safer it becomes easier to transition more of my trips to bicycle commuting and use my car less frequently. I find 3/5 trips taken by bike, walking, or transit to be an achievable goal of we continue to prioritize safe and convenient access to these methods.</p>
37*	Bicycling, Walking, Transit, Street Operations, Freight, Technology	<p>Thank you to all of you for doing this really complex work. I appreciate your dedication to making our city safer for everyone.</p>
38*	Bicycling, Walking, Street	<p>I walk and bike to commute and get around town. I also drive. I'm writing today to let you know that [I] see traffic violations every day, on residential main artery streets and near park and schools including:</p>

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Email

	<p>Operations, Technology</p>	<ul style="list-style-type: none"> - Reckless maneuvering between lanes and around cars and bikes - Total disregard for traffic signs/ signals - Ignoring pedestrian crossings - Distracted driving, driving while obviously smoking marijuana, hands-on cell phone use, egregious sound ordinance violations - Missing license plates, unlicensed/uninsured drivers, hit-run crashes - Aggressive behavior/ yelling out while driving <p>Motorized scooters are unregulated and because there are no clear rules, they are a danger to pedestrians on sidewalks and all users of recreational paths/bike lanes as well as vehicles in streets and the riders themselves. They get discarded randomly all over as trash and are essentially disposable to the companies who supply them. Serious consideration needs to happen surrounding the positive vs negative effects of allowing them to overtake our streets.</p> <p>These dangerous driving activities have observationally increased in the past couple years, I believe it has been documented during the COVID-19 pandemic even with less vehicles in operation, and it was blatant during protesting and rioting while law enforcement was otherwise occupied.</p> <p>I have written to the city with specific concerns before. Because of all of these safety concerns, and because not committing dangerous driving behaviors requires personal responsibility and social consciousness that too many drivers lack, I again ask that you continue, reinstate, or implement all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence, public safety and quality of life in our neighborhoods very seriously. If drivers refuse to police themselves, there need to be resources available to enforce laws and ordinances along with real consequences for vehicle crimes. I urge you to realize that dangerous driving has no place on our streets and dangerous drivers need to be held accountable to our community for their actions against us. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p>
<p style="text-align: center;">39*</p>	<p style="text-align: center;">Bicycling, Walking, Transit, Street Operations, Design, Additional Comments</p>	<p>The Minneapolis Park and Recreation Board (MPRB) commends the City of Minneapolis on the preparation of its Draft Transportation Action Plan. MPRB staff have served on advisory committees during the process, and we are grateful for the opportunity for ongoing involvement in shaping the plan, as a named partner in this work. In both format and content, this is a forward-looking plan that makes great strides in addressing some of the most critical issues in transportation facing the city today and over the next generation. The plan's specific language on climate resilience, equity, ecology, public</p>

		<p>space, and emerging technologies works to tackle these realities head-on with actions that can be implemented. As a partner agency in the effort to make our city work for everyone, MPRB shares the city's desired outcomes in many of these matters including the transportation mode shift goal and greenhouse gas reduction in the transportation sector.</p> <p>GENERAL COMMENTS</p> <ul style="list-style-type: none"> • MPRB is named as a partner in the plan with a handful of other agencies. We would like a clearer and stronger definition of the roles and responsibilities of each partner as well as the roles of the city in the partnership with MPRB. • We are very supportive of the City's plan to integrate stormwater treatment in the city street system, as we need to continue to make strides toward a multi-jurisdictional approach to maintaining and improving water quality in our region. • As parks are a key destination for people on foot and bike, we would like to see language and actions strengthened around improving access to and along parks. • As the Plaza Program is explored and expanded, carefully consider the role of MPRB in the city charter and work in collaboration with MPRB to develop a clear definition and operations plan for plazas. • We support strengthening the accountability of bike and scooter share programs to ensure that the operations burden of these programs do not fall on public agencies that manage the public realm. • For any actions that are fully MPRB jurisdiction, we suggest removing or aligning language with MPRB policies and plans in relation to parkways, urban tree canopy, and our regional trails. • MPRB is supportive of reduction or elimination of roadway salting and would like to see implementation of alternative technologies to remove snow and ice. • Urban tree canopy has huge impacts on the ecological, social, public health, and equity benefits and impacts of streets. MPRB would like to see more of an emphasis on trees as an important part of our streets. • Strengthen the accountability of developers in community engagement and public realm improvements. <p>Pg. 19: The parkways are hard to distinguish on the ownership map. Please adjust the line weight or color for improved clarity.</p> <p>Pg. 24: MPRB is mentioned as a partner but would like more information on how partnership is defined. While the City depends on support of other agencies, we would also like to see stronger language about the independence of MPRB around decision making. Furthermore, MPRB owns segments of the East River Parkway. Please clarify this in the partnership section related to the University of Minnesota.</p>
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	<p>Walking Strategy 1: MPRB agrees that trails are a central part of the pedestrian priority network but would like to see crossings and access into parks included, not just trails. All parks are important destinations in neighborhoods and along regional destinations in the city.</p> <p>Walking Strategy 2: MPRB is supportive of prioritizing visibility and safety of pedestrians at intersections on midblock crossings and is interested in focusing efforts to improve crossings to parks that have been identified in Regional Park and Service Area Master Plans. While Action 2.6 is focused on public schools specifically, MPRB would like to see a similar action included for the partnership with MPRB that improves access to parks as key destinations.</p> <p>Walking Action 5.4: MPRB is supportive of filling sidewalk gaps to parks as a priority but would also like to see sidewalk gaps along the exterior of parks prioritized.</p> <p>Walking Strategy 6: For underpass parks, which is an exciting idea, MPRB would like to be considered a partner. This idea has jurisdictional challenges with MnDOT and other agencies' stake in underpass streets, bridges, and infrastructure. MPRB is interested in this concept potentially, although we have no formal policy guidance around this. However, MPRB does have park gaps identified across the City in our Service Area Master Plans that would provide us with guidance on where we could partner to develop new parks.</p> <p>Walking Strategy 7: We suggest stronger language here around partnering with developers and adding other government entities to the list of partners.</p> <p>Pg. 61: There is strong language on parks as a primary destination for people on bikes. MPRB's recent City-wide statistically significant survey also demonstrates that the majority of neighborhood park visits happen without a car.</p> <p>Bicycling Strategy 2: MPRB agrees with the need for a multi-agency approach to building out large infrastructural projects like bridges over railroads. Please consider featuring the proposed Grand Rounds Missing Link railroad bridge crossing from Prospect Park to Mid-City highlighted in this section as a project example.</p> <p>Bicycling Action 2.4: MPRB is supportive of this action.</p> <p>Bicycling Action 2.5: This action needs to be reconsidered or removed. In many high traffic areas around lakes, MPRB does not want to convert 1-way trails to 2-way trails due to potential for ped/bike and bike/bike conflict at pinch points, as well as environmental impact due to widened trails. For example, MPRB policy guidance in the Bde Maka</p>
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		<p>Ska/Harriet Master Plan contradicts this action. That Master Plan is the result where there was formal community and Board direction around keeping those trails one-way. We need to make sure we keep portions of the one-way in place. MPRB would like the language to be reworked to support this or we remove this action as this is MPRB jurisdiction.</p> <p>Bicycling Action 3.2: MPRB is supportive of the city’s incorporation of urban greening and stormwater treatment in the public realm.</p> <p>Bicycling Action 5.2: MPRB is supportive of the action related to the Grand Rounds Missing Link completion and suggests strengthening the language to “partner” instead of “support,” because much of the proposed route is on City right-of-way.</p> <p>Bicycling Strategy 8: MPRB agrees that habitat and stormwater should be identified as functions of the street.</p> <p>Bicycling Strategy 9: MPRB suggests more clarity on whether the bike rack program is an existing program or a new one.</p> <p>Bicycling Strategy 10: MPRB would like to see stronger regulations on micro-mobility companies to keep bikes and scooters from obstructing the sidewalks in or adjacent to parks and trails. MPRB would be interested in exploring a joint agreement where agencies that manage the public realm receive compensation for the necessary operations of the micro-mobility system. We would like bike- and scooter-share companies to be accountable to the operations burden placed on agencies that manage the public realm.</p> <p>Bicycling Action 10.2: MPRB has been exploring temporary and periodic closures of parkways during COVID but has no long-term policy guidance. We are exploring including language on this in our comprehensive plan including periodic and temporary parkway closures.</p> <p>Transit Action 5.1: Please include language about pedestrian improvements to transit stops near parks.</p> <p>Transit Action 6.8: Please provide more clarity on the definitions of plaza, open space, and park, taking into account MPRB’s role in the City Charter.</p> <p>Street Operations Action 5.13: MPRB is supportive of public private partnerships for implementing creative solutions like stormwater treatment, but this action needs some additional clarification in its focus.</p>
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<p>40*</p>	<p>Bicycling, Walking, Transit, Technology, Street Operations, Additional Comments</p>	<p>The Minneapolis Bicycle Advisory Committee supports the Transportation Action Plan (TAP) overall, commends the City of Minneapolis and especially the Public Works department for this important effort towards a city that is accessible by everyone regardless of their mode of transport, and supports the Plan’s focus on citywide goals around climate and equity.</p> <p>Engagement: We encourage the TAP include a community engagement plan for project identification, plan review and evaluation. Some points worth</p>

		<p>considering include;</p> <ul style="list-style-type: none"> - A transparent process where individuals, advisory committees, and neighborhood organizations can provide input on project selections and understand its Capital Improvement Program scoring. This process should lift the voices in the City’s stated values and include those most frequently left out, including Black, Indigenous, people of color, people with disabilities, people who are queer and trans, people with low incomes, people experiencing homelessness, etc. - A PAC and BAC plan review process which goes beyond 0 and 30% design review, including all CIP street and parkway projects that have been identified as having possible pedestrian-bicycle improvements. - PAC and BAC review of annual Parkway and Street resurfacing projects for possible pedestrian-bicycle improvements. - Upon project completion, a PAC and BAC evaluation and funded revision process. <p>Racial Disparities and Racial Justice:</p> <ul style="list-style-type: none"> - Include specific goals to reduce racial disparities and increase racial justice. Biking, walking, rolling and transit directly address many ways historic transportation planning has created or exacerbated racial disparities (air quality/health, cost of living, roads designed for dangerous speeds/driver behavior) and should be appropriately named as part of the solution. Refusing to name the racialized impacts our transportation system has on people is a form of institutional racism. - At a minimum, de-prioritize traffic enforcement as a historically and currently racist tool that exacerbates racial disparities. Decisions on enforcement should be made in collaboration with most-impacted communities (people with low incomes and communities of color), and should align with criminal justice debt reform policies that intersect with traffic enforcement outcomes. - Infrastructure changes should consider and mitigate gentrification and displacement pressures, and specific care taken to partner with Black communities, Indigenous communities, and communities of color in making infrastructure changes. <p>Schools:</p> <ul style="list-style-type: none"> - All schools should be connected to at least one network (All Ages and Abilities Network (AAA) and or the Pedestrian Network). - The city should dedicate funds (recommended minimum of \$50k annually) to support capital and maintenance for bike fleets for Minneapolis Public Schools and the TAP’s stated goal of universal bike education. <p>Consistent Operation of the Network:</p> <ul style="list-style-type: none"> - The city should design and operate the AAA Network to prevent and minimize blocked lanes, which is currently a major issue with existing
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		<p>facilities.</p> <ul style="list-style-type: none"> - The city should maintain the network explicitly during construction (6.2) and replace with an equal facility during construction. - The city should prioritize and clear the AAA Network to at least the same standard as snow emergency routes, and additionally monitor them to keep them clear and/or safe during freeze/ thaw cycles using best practice equipment and treatments. <p>Minimize On-street parking and eliminate automobile level of service:</p> <ul style="list-style-type: none"> - The inclusion of an oversupply of free on-street parking has long-gutted better or even minimal pedestrian and bicycle facilities from corridors. TAP should minimize on-street parking inclusion following guidance from the Complete Streets Policy. - Ensure Complete Streets principles are explicitly included in Action 3.1, which currently calls for an increase in “other modes” without specificity as to priority. - In Action 3.1, replace “zero or decreasing motor vehicle trips” with language that calls for a decrease in motor vehicle trips in alignment with the City’s final Climate Action Plan goal of 100% carbon neutrality by 2050. Planning for “zero” or minimal change in motor vehicle trips runs contrary to entirety of the Transportation Action Plan, Climate Action Plan, and Complete Streets Policy. <p>AAA Network Clarity:</p> <ul style="list-style-type: none"> - Consider the audience of this plan and use the language All Ages and Abilities "Bicycle" Network to minimize confusion <p>Walking and Rolling:</p> <ul style="list-style-type: none"> - The Minneapolis Bicycle Advisory Committee defers to and supports the Pedestrian Advisory Committee's asks around walking and rolling in the Transportation Action Plan. <p>Update to Action 1.1:</p> <ul style="list-style-type: none"> - 48 miles of new neighborhood greenways that manage motor vehicle volume and speed, improve safety and minimize wait times at major crossings, reduce the number of minor crossings, and eliminate stopping at minor crossing. Start with the Northside Greenway and the Southside Greenway.
<p>41*</p>	<p>Bicycling, Street Operations, Design, Additional Comments</p>	<p>I'm sure you've been getting a lot of form emails saying to remove traffic enforcement from the draft of the Transportation Action Plan and Vision Zero Action Plan. Don't do that. My main transportation is biking, and cycling is my job. I bike to work, for work, and I'm on my bike all over Minneapolis. Better street design and signage won't make people drive better. When people get into vehicles it already makes them entitled and aggressive and makes them feel invincible. Take away all risk of consequences, and what do you think that will do?</p>

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Email

		<p>There needs to be some means of keeping driving behavior in check. Drivers are always speeding on every street in Minneapolis--they go well above 40 on the side streets posted with the 20-25mph signs (yeah no, those don't work), and continue to drive 50+ on Park and Portland (60-75mph is not an unseen range). I rarely see people driving under 45mph anywhere in Minneapolis, and that's a moderate estimate. This is dangerous and lethal. Posting signs and making prettier bike lanes and then taking away all supervision or consequences for people injuring or killing each other with their cars is not the way. I won't be upset with road improvements, but it can't be the only thing to rely on to keep things running safely. The police have been inept at handling Minneapolis traffic, considering how bad the drivers I bike around are. But don't get rid of traffic monitoring. That will make it even worse. If you don't want cops doing it, develop something better, but don't get rid of it. That is insane. Minneapolis isn't a burgeoning Utopia. Keep some things grounded in reality, please. Drivers need to be accountable for their actions, too, and telling them to share the road and follow the rules and expect them to actually do it doesn't work. Road design doesn't solve the problem of agency. Yes, traffic enforcement needs to be safe for POC. Creating a free-for-all for drivers isn't the way to do that. P.S. The white pole barriers on bike lanes are an absolute nightmare in the winter, because they obstruct plows, and ensure that the bike lanes aren't plowed for days after a snowfall, if at all. Also, the sidewalk plows that do the sidewalks in downtown shove that snow into the bike lanes. Additionally, the 3rd Ave bike lane with all of the planters by the convention center is very dangerous. Cars can't see bikes in the bike lane because the drivers' views are blocked, but then there's an exit onto 12th St that cuts through the bike lane. It makes a blind crossing--cars already don't keep an eye out for cyclists, and this way they can't even catch them in their peripheral visions, because there are planters in the way right up until cars can drive over into the bike lane. I hope the supposed new safe and innovative street designs aren't more things like that spot.</p>
42*	Bicycling, Additional Comments	<p>Since the early 1980s I've lived in various neighborhoods in south Minneapolis, currently ECCO (Ward 10). I'm writing to ask you to remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan, and instead take a public health and climate-friendly approach. In 2008 I donated my car to charity, so I'd no longer contribute to climate change. Now my bicycle is my only vehicle. Protected bikeways and calm streets are important not only to my peace of mind, but to my physical safety. And it's not just me. Every day I see more parents taking their kids to daycare in cargo bikes, more delivery people using trailers, and more workers commuting by bike. When I'm biking on the Greenway, I see City and County law enforcement in huge SUVs, forcing legitimate users off the narrow trail. SUVs are appropriate on streets and highways, but not on</p>

		<p>bike paths. If something comes up which bike-mounted officers can't handle (which would be rare), they can call for backup. And when motorists see law enforcement on bikes, they might take that as evidence that bikes are legitimate vehicles and have a right to the road. In addition, SUVs are not carbon-free; bicycles are. (EVs have no tailpipe emissions but are not carbon-free, because the electric grid isn't). Even when supposedly protected by plastic wands, downtown bike lanes are often blocked by motor vehicles for long periods of time. Physical barriers which actually prevent motor vehicles from encroaching on bike lanes--such as concrete barriers--would ease the need for enforcement and encourage cyclists to actually use them.</p>
<p>43*</p>	<p>Bicycling, Walking, Transit, Street Operations</p>	<p>Hello City Council member Fletcher,</p> <p>I live in your ward in the Marcy Holmes neighborhood and I try to walk, bike, and transit to get around as much as I can. As one of your constituents and someone who is deeply invested in racial justice and climate action, I've been closely following the work of the City of Minneapolis's Transportation Action Plan and Vision Zero Action Plan. In light of all the tragic loss of life on full display this summer across our nation, and notably the recent murder of Djojn Kizsee in LA, I'm writing to ask that you advocate for the removal of MPD traffic enforcement in the Transportation Action Plan. Personally, this idea does give me hesitation because I am frequently a vulnerable traveler on the roads, and I fear collisions due to reckless driver behavior. However, in seeking to listen to the leadership of BIPOC communities, it is apparent how traffic enforcement disproportionately impacts black communities and too often leads to wrongful death and over policing (in our own state, have we learned from the murder of Philando Castille?). Instead of focusing on traffic enforcement as a safety solution, I urge you to please follow up on your commitment to dismantling MPD and divert resources towards building safe and inclusive streets for all.</p> <p>Thank you for all you do</p>
<p>44</p>	<p>Design, Street Operations, Technology, Transit, Additional Comments</p>	<p>The City of Minneapolis Community Environmental Advisory Commission is writing to request additional thought and focus be placed on five components:</p> <p>1) <i>Address the fact that overburdened communities are still overburdened</i></p> <p>The TAP references Vision Zero and notes that ACP50 areas (those with concentrated poverty and a majority of residents who are people of color) are disproportionately impacted by traffic crashes but does not propose a remedy. As a key advisor on topics related to environmental quality, CEAC is sincerely concerned that these populations will not see an equitable improvement in quality of life as</p>

		<p>a result of this plan.</p> <p>CEAC recognizes that a key reason for this is the many major thoroughfares in the City that are managed by the county and state. This limits the City’s ability to reduce traffic on those roads through direct actions, though Street Operations Strategy 8 and Design Strategy 6 do suggest that the City advocate more directly for design changes on streets under the ownership of other jurisdictions. Due to past policies and actions, communities along these high traffic areas have higher levels of poverty and a majority of people of color. What can the City do to get commitments from the county and state on reducing traffic on these roadways? The strategies must be clearer that a key justification for seeking changes from other government agencies is grounded in racial equity. Finally, any proposal that will rely on enforcement must be partnered with a clear path to enforcing traffic laws necessary for public safety without racial profiling. Street Operations Action 6.6. (automated enforcement) could be part of this solution but should also acknowledge that a fine can be very expensive for low income individuals. That same fine may be viewed as a “cost of doing business” for higher income persons, reducing the deterrent effect and exacerbating racial and economic inequity. Penalty revenue from automated enforcement equipment in ACP 50 areas should be reinvested within that community and should be accompanied with an alternative to payment or community service for those who do not have the means to pay the fine.</p> <p>The TAP references increasing tree canopy coverage, while planting trees does not fully address air quality concerns, we support a larger emphasis on the tree planting and 40% canopy coverage goal, focusing on areas of concentrated poverty and majority POC neighborhoods. Prioritize and fund collaboration with neighborhood organizations or other nonprofits to implement coordinated tree planting plans with volunteers or other means if the City is not able to fulfill this goal in a timely manner.</p> <p>We encourage Public Works to coordinate with and support neighborhood organizations to be a vessel for providing City information on disability, food, and transportation services for underrepresented individuals. Technology services can be used as a means to better fund, track, and support the existing volunteer networks already taking place in neighborhoods.</p> <p><i>2) Make the reduction of vehicle miles traveled be the overarching goal</i></p> <p>We support the goal of reducing vehicle miles traveled by 1.8% per year despite population growth. The TAP needs to recognize the inherent conflict with this goal that comes from promoting electric</p>
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		<p>vehicles (EVs) whether for personal or ride-share use, as well as the future conflict that may come from a proliferation of automated EVs. Although EVs may be less harmful to the environment than internal combustion engine vehicles, they still harm the environment through the mining and manufacturing processes to build them and the electrical generation needed to operate them, as well as through their traffic which makes the City less livable.</p> <p><i>3) Address the cost side with nudges</i></p> <p>The focus of the TAP is more on encouraging non-vehicular movement than on discouraging vehicles. Discouragement could be done through "nudges." One nudge would be for the City to make it more economical for employees to travel to work by means other than private automobiles, through charging for parking while subsidizing other forms of transportation. Recommended Action 6.2 is to "Establish requirements for Metro Pass participation for all new commercial, mixed-use and residential buildings within a half mile of a high frequency transportation corridor." Yet will the parking plan for the new downtown City office building include policies that will encourage a majority of employees to come to work by means other than private automobiles? Only when the City does a better job of encouraging its employees to leave their cars at home can it encourage private enterprises to do the same. Likewise, another goal (Strategy 4 under Freight) is to "Transition vehicle Fleets to zero-emissions technology where technology allows." However, the plan says nothing about transitioning the City fleet. Though there is mention of increasing the cost of curbside parking in various areas of the report, it is our understanding that parking on private property makes up a large part of the origins or destinations for longer trips, i.e. trips by residents or patrons of businesses in adjacent municipalities. Increasing uptake of non-automobile transportation in those situations cannot simply be assumed in this plan because actors are responding to an environment outside of the City's planning influence. Given the environmental impacts of driving automobiles (carbon dioxide, criteria air pollutants, water quality, and stormwater volume), CEAC recommends that the City explore whether an impact fee can be levied annually on each private parking space to increase the cost of parking and generate revenue to defray costs necessary to mitigate the negative effects of driving.</p> <p><i>4) Reconstruction for water quality</i></p> <p>The water quality effects from reducing impervious surfaces are noted in Design Strategy 3 and Design Strategy 4, yet CEAC believes that the plan has not sufficiently addressed the linkage between impervious surfaces and negative environmental impacts from an auto-centric</p>
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		<p>transportation system. Throughout the plan, many of the actions include cross-references to related topics from other parts of the plan, yet the discussion of limiting the footprint of roads to improve environmental quality has not been cross-referenced anywhere. CEAC believes that a comprehensive strategy addressing water quality needs to prioritize making streets narrower by explicitly shifting the focus of the design guidelines from a perspective that modifies the status quo to a perspective that requires an affirmative decision for every square inch of pavement and defaulting to not building the road surface unless it can be justified. The City has known costs for maintaining stormwater infrastructure and is facing significant capital expenditures to expand multiple deep rock stormwater tunnels. CEAC believes that through radical action, these costs could be reduced or eliminated at the same time that water quality can be dramatically improved. Fundamentally, CEAC believes that the reduction of road surface is the logical first step to achieving the VMT reduction described above because it eliminates the effect of induced demand. As a result, there are no less than four different places that should cross-reference to actions in Design Strategy 3 or Design Strategy 4.1</p> <p><i>5) Learnings from pandemic and redirecting resources</i></p> <p>Microtransit demand, such as that offered by Metro Mobility, has increased during the COVID- 19 outbreak and will play a larger role in the future as a means of essential transportation for people when mass transit is unable to meet individual users’ needs; or as a means to better regularly service the elderly, sick, or disabled by providing transit as well as delivery services such as medicine, food, and other essential goods. Trends that were in place before COVID-19, such as increased telecommuting, are likely to be accelerated by the pandemic and the TAP may need to be adjusted accordingly. When partnered with some of the other strategies that increase the cost of commuting by automobile, the end of the pandemic could be a critical moment to achieving the desired mode shift.</p>
<p>45*</p>	<p>Design, Street Operations, Technology</p>	<p>Hello, I am a Marcy Holmes neighbor, and was thrilled yesterday to see a majority of our city council commit to defunding MPD and pledge to support resources that truly make our community safe and vibrant. I am also the Ward 3 Leader for Our Streets, an organization that has long advocated for improved city planning and design over increased traffic enforcement.</p> <p>I’m writing today to ask that you begin taking action on the Council's pledge by calling for the removal of all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p>

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		<p>I don't own a car or patronize ride-sharing services - I walk, bike and take public transit every day. As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously. I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
46*	Design, Street Operations, Technology	<p>Good afternoon,</p> <p>My name is _____, and I live in Uptown. I rely on public transit to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
47*	Design, Street Operations, Technology	<p>Hello,</p> <p>I'm _____ and I live in Marcy Holmes. I walk, bike, and take the bus to get around. I'm writing today to ask that you remove all traffic</p>

		<p>enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p>48*</p>	<p>Design, Street Operations, Technology</p>	<p>Hello,</p> <p>I’m _____ and I live in NE Minneapolis. I use Metro Transit buses to get around. I’m writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>

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49*	Design, Street Operations, Technology	<p>I'm _____ and I live in Como neighborhood. I walk and take the bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
50*	Design, Street Operations, Technology	<p>Hello,</p> <p>I'm _____ and I live in Whittier. I walk, take the metro, and drive to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>

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51*	Design, Street Operations, Technology	<p>Dear City Council Members,</p> <p>I'm _____ and I live in ward 8. I often bike to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously. I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
52*	Design, Street Operations, Technology	<p>Hello,</p> <p>I'm _____ and I live in Whittier. I walk and take the bus/light rail to get around. I have a car and drive occasionally but try to use it as minimally as possible. I'm hoping to buy a bicycle and join bike commuters in our city. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan. While I am a driver, I recognize the vulnerability of my friends and neighbors who solely walk/bike/take public transport.</p> <p>As someone who is a vulnerable road user and understands it, I take car violence and preventing traffic crashes very seriously. This has been one of my passions in life. I grew up scared of cars because I saw the statistics. Others were afraid of heights or snakes, but I was scared of crossing streets.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or</p>

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		<p>seeking permission from the state to implement traffic enforcement cameras. These are disproportionately harming the same communities again and again while not adding safety for vulnerable road users.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
53*	Design, Street Operations, Technology	<p>Greetings,</p> <p>I'm _____ and I live in the Lowry Hill East neighborhood. I walk, bike, and take the bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
54*	Design, Street Operations, Technology	<p>Hi!</p> <p>My name is _____ and I live in Lowry Hill East.</p> <p>First off, thank you Council Member Bender for your commitment to dismantle the MPD as it exists today. I'm a relative newcomer to the concept of police abolition as well and am so glad to see you listening to and standing with your community members on this huge issue. I was at the meeting in Powderhorn on Sunday and it was really exciting!!</p>

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		<p>Second, I wanted to voice my support for NOT increasing traffic enforcement as we pursue Vision Zero in Minneapolis.</p> <p>I live in Lowry Hill East, and am an avid biker, walker and (in non-pandemic times) public transit-user. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>I take car violence and preventing traffic crashes very seriously-- I have close calls every time I ride my bike or walk because drivers aren't watching for me, and I have been hit on my bike before.</p> <p>BUT I'm also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>So, I ask that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras. I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you to all of you for doing this really complex work. I appreciate your dedication to making our city safer for everyone.</p>
55*	Design, Street Operations, Technology	<p>Dear Transportation Action Plan and Vision Zero teams,</p> <p>I'm Emily Marti and I live in the Corcoran neighborhood in South Minneapolis. I walk and use public transportation to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan so that funds can be reallocated to support the infrastructure improvements proposed in those plans.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously. I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p>

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		<p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">56*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>Hey Team,</p> <p>I'm _____ and I live near 2nd St NE and 15th Ave. Our family bikes/walks/and drives to get around. We purposely choose to live close to school and work so that we can enjoy moving about our neighborhoods without driving. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a frequent road user, I take car violence and preventing traffic crashes very seriously. I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">57*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>Hi,</p> <p>My name is _____ and I live in the Cathedral Hill. I may not currently live in MPLS, but I've lived most of my life there and my parents and siblings still live there. I bike, walk, and take the bus to get around in the Twin Cities. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p>

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		<p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
58*	Design, Street Operations, Technology	<p>Hello,</p> <p>My name is _____ and I live in East Isles. I am also a board member for the East Isles Residents Association. I bike, walk, and take the bus to get around. I’m writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
59*	Design, Street Operations, Technology	<p>I’m _____ and I live in Lowry Hill East. I bike, walk, and take the bus to get around. I’m writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p>

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		<p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
60*	Design, Street Operations, Technology	<p>Hi there!!</p> <p>I’m _____ and I live in ward 1! I bike to get around. I’m writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p>
61*	Design, Street Operations, Technology	<p>My name is _____ and I live near 2nd St NE and 15th Ave. Our family bikes/walks/and drives to get around. We purposely choose to live close to school and work so that we can enjoy moving about our neighborhoods without driving. I’m writing today to ask that you</p>

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		<p>remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a frequent road user, I take car violence and preventing traffic crashes very seriously. I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras. I urge you to focus on what we know works: designing streets that put people first.</p> <p>With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>With eyes toward the future</p>
62*	Design, Street Operations, Technology	<p>Hello –</p> <p>I am a big supporter of the Open Streets concept and movement within our city. I live in the greater Longfellow neighborhood and during the past 30 years have lived within Howe, Hiawatha, and Cooper.</p> <p>I bike and walk as much as possible, and I love public transportation. Currently I need to use a walker or cane as I've had knee surgery.</p> <p>I am writing to ask that you remove all traffic enforcement policies from the draft Transportation and Vision Zero Action Plans respectively. While I appreciate the need for traffic control to ensure against and minimize car violence and preventing traffic crashes - policing is not the answer. The harm traffic policing and traffic enforcement causes in Minneapolis is unacceptable, and the documentable bias against people of color shameful.</p> <p>Borrowing from the script here, but as sincere as I can be - I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including <u>no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</u></p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero</p>

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		<p>program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you and best regards</p>
<p style="text-align: center;">63*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>My name is _____ and I live in Linden Hills. I regularly bike and take the bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">64*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>My name is _____ and I live in Whitter. I bike and take the bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put</p>

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		<p>people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">65*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>Hi there:</p> <p>I'm _____ and I live in Beltrami. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>I bike to get around. As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis. Traffic policing disproportionately affects our neighbors who are Black and people of color, often in violent ways.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">66*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>Hello,</p> <p>I'm _____ and I live in Lowry Hill East. I bike, walk, and take the bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p>

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		<p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
67*	Design, Street Operations, Technology	<p>Hello Lisa,</p> <p>My name is _____ and I live in South Uptown, Ward 10. I bike to get around. Thank you for committing to dismantling the MPD. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a person of color and a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy.</p> <p>Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
68*	Design, Street Operations, Technology	<p>Hi,</p> <p>I'm _____ and I live in the Sheridan neighborhood. I bike, walk and take the bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p>

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		<p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause for people of color in Minneapolis.</p> <p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">69*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>I’m _____ and I live in Longfellow. I bike, walk, bus and drive to get around. I’m writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">70*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>I’m _____ Richmond and I live in the Summit Hill neighborhood of Saint Paul.</p> <p>I bike, walk, and drive to get around across the Twin Cities, including Minneapolis. I’m writing today to ask that you remove all traffic</p>

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		<p>enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously. I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>Please get transit police off of public transit. There are better ways to reduce fare evasion than having cops. What if we used that money to just subsidize transit? Having people with guns on trains and busses makes people feel less safe.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
71*	Design, Street Operations, Technology	<p>I'm _____ and I live in Powderhorn and work in North Minneapolis. I walk and drive to get around. Please remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>I take car violence and preventing traffic crashes very seriously. I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis. In front of my house is a three-way intersection where 90 percent of people it seems don't stop at the stop signs and it's an intersection right in front of a busy playground. Some simple street design changes, calming devices would make all the difference. Please let's invest in supportive infrastructure rather than policing. Traffic enforcement does no good, only harm.</p> <p>Do not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>As someone invested in privacy for our communities, being under constant surveillance isn't good for us, it's unhealthy and unsafe.</p>

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		<p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you,</p>
<p style="text-align: center;">72*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>Hi,</p> <p>I'm _____ and I live in Whittier. I bike, walk, and bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who has been hit by cars three times while on my bike, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">73*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>My name is _____ and I live in Powderhorn. I primarily walk and bike to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or</p>

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		<p>seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
74*	Design, Street Operations, Technology	<p>Hi,</p> <p>I'm _____ and I live in Ericsson. I bike, walk, and take transit to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
75*	Design, Street Operations, Technology	<p>I'm _____ and I live in Powderhorn and work in Corcoran. I bike, walk and drive to get around. Please remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>I take car violence and preventing traffic crashes very seriously. I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis. In front of my house is a three-way intersection where it seems 90 percent of people don't stop at the stop signs—right in front of a busy playground. Traffic calming street design changes would make all the difference. Please let's invest in</p>

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		<p>supportive infrastructure rather than policing. Traffic enforcement does no good, only harm.</p> <p>Do not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras. As someone invested in privacy for our communities, being under constant surveillance isn't good for us, it's unhealthy and unsafe.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
76*	Design, Street Operations, Technology	<p>I live in Corcoran and I walk in my neighborhood both to get to places. I need to go to and for pleasure. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>While I take car violence and preventing traffic crashes very seriously, I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Just like other community safety challenges, safety on our streets is most effectively addressed through a public health approach that focuses on creating an environment where violence does not happen in the first place.</p> <p>Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
77*	Design, Street Operations, Technology	<p>Hello,</p>

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		<p>I'm _____ and I live in Loring Park! I'm excited to live in Loring, because when I relocated to Minneapolis for work, I specifically chose this neighborhood for its access to bus lines, bike infrastructure, and parks. Nothing lifts my mood more than strolling through the Sculpture Garden. Because I love my neighborhood, I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously. In the two years I've lived here, I've been lucky enough to have been hit by a driver! Not to mention, I live next to the Hennepin/Lyndale merge, and frequently witness reckless driving and car crashes. My coworker was lucky enough to get hit by a driver at that intersection as well!</p> <p>Since I am also a pedestrian, I am committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis. Like other community safety challenges, reducing traffic accidents is best addressed through prevention.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>We know what works: designing streets that put people first. And that includes people who are often the target of police harassment. With your help, we can have a Vision Zero program that doesn't rely on traffic enforcement as a strategy.</p> <p>The world is watching us. More importantly, Minneapolis is watching us. I want to continue being proud of where I live, instead of having to wonder if the next reckless driver will kill me, or if traffic camera violations will be unfairly enforced for my neighbors.</p> <p>Thank you for helping us show that our streets are for everyone.</p> <p>Thank you</p>
78*	Design, Street Operations, Technology	<p>To whom it may concern,</p> <p>I'm _____ and I live in North Minneapolis. I bike to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p>

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		<p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I can weigh in here with a personal experience. I once ran through a red light which bicycles are permitted to pass. A police officer pulled me over and wrote me a \$100+ ticket simply because he decided an incoming car in the cross lane was close enough that I violated their right of way. The car was blocks away, so far that the light had changed by the time they reached the intersection. Traffic enforcement is an easy way for police to simply invent reasons to pull people over and write them exorbitant tickets.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
79*	Design, Street Operations, Technology	<p>Dear Council Member Goodman, Vision Zero team, and Transportation Action Plan team,</p> <p>My name is _____, and I live in the Lowry Hill area. I use a bike to get where I need to go. I'm writing to call on you to remove traffic policing provisions from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>Since I'm pretty vulnerable on the streets, I am personally very concerned with preventing traffic crashes. I think we need to do that by designing streets that put people first.</p> <p>Traffic policing causes harm. It targets my Black and Brown neighbors for harassment, fines, and other negative consequences. And those encounters can escalate fatally. They did for Philando Castile in Falcon Heights, among many others.</p> <p>That's why I'm calling on you to stop pursuing traffic policing as a solution to street safety. I'm calling on you not to reinstate the MPD Traffic Enforcement Unit. I'm calling on you to instead continue to design streets and plans that prioritize people.</p> <p>Best</p>

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80*	Design, Street Operations, Technology	<p>Hello,</p> <p>My name is _____ and I live in the Seward neighborhood. I bike to work every day at the University of Minnesota, and I'm writing to ask that you remove traffic enforcement policies from the draft Transportation Act Plan and the Vision Zero Action Plan.</p> <p>I am passionate about having accessible streets without policing. I see so many places where infrastructure changes could be used to solve problems with street safety, rather than relying on policing as we currently do. As an example, I bike to campus using 27th avenue between Franklin and University, and nearly every day I encounter cars parked in the bike lane despite signage that says no parking is allowed. This is dangerous for me as a cyclist on a busy road. But, my only option to solving this problem is currently to call law enforcement to give a fine. This is a waste of time to continually call for help, when infrastructure changes incorporating protected bike lanes could solve the issue once and for all. It is also potentially dangerous to bring in police officers who are armed to help solve the issue.</p> <p>I'm asking you as your constituent to not spend more time or resources using traffic enforcement as a solution to street safety. Do not call for a Traffic Enforcement Unit in the MPD or implement traffic enforcement cameras. Punishment-based models are a waste of time and money, and disproportionately affect our neighbors of color which is wrong. Instead, put people first and identity solutions that get at the root of the problem so that we can ALL be safer using our streets.</p> <p>Thank you</p>
81*	Design, Street Operations, Technology	<p>My name is _____ and I live in Windom Park. I bike and walk to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously. I often feel threatened by automobiles that do not respect bicyclists and/or follow the guidelines allowing bicyclists enough space.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p>

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		<p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">82*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>Hello,</p> <p>I'm _____ and I live in the Windom Park neighborhood. I walk, bike, and take the bus (or I used to) to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">83*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>I'm _____ and I live in Uptown. I bike, walk and use the city bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or</p>

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		<p>seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
84*	Design, Street Operations, Technology	<p>Dear Council Member Cano, and Transportation Action Plan and Vision Zero staff,</p> <p>My name is _____ and I live in Corcoran neighborhood mostly bike and walk to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety. In particular, I ask that you drop the idea of reinstating the MPD Traffic Enforcement Unit and stop seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
85*	Design, Street Operations, Technology	<p>My name is _____ and I live in the Windom Park neighborhood. I bike and take the bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p>

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		<p>That’s why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
<p style="text-align: center;">86*</p>	<p style="text-align: center;">Design, Street Operations, Technology</p>	<p>Hi. I’m _____, and I live in Saint Anthony West. I’ve lived in northeast Minneapolis for 25 years. My husband and I own one car between us, and I often get around by walking, biking, or taking public transportation. I’m writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously. I’ve been in several almost-accidents when I was crossing the street as a pedestrian, with the walk light and the right-of-way, and didn’t notice a car turning into my path. (And the driver of the car wasn’t looking for pedestrians.)</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That’s why I ask that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. Having more law enforcement on the streets probably wouldn’t have prevented the almost-accidents that I experienced but slowing down the traffic on Broadway would have helped, and changes to intersections to make them more pedestrian-friendly. With your help, we’ll be the first city to have a Vision Zero program that doesn’t rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>

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87*	Design, Street Operations, Technology	<p>Dear Andrea,</p> <p>My name is _____ and I live in the Lyndale neighborhood. I bike, walk, drive and take the bus to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis. For too long, enforcement policies have reinforced a racist system.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
88*	Design, Street Operations, Technology	<p>I'm _____ and I live in the Northeast neighborhood of Minneapolis. I bike to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>

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89*	Design, Street Operations, Technology	<p>I'm _____ and I live in Windom Park. I bike and walk to get around. I'm writing today to ask that you remove all traffic enforcement policies from the draft Transportation Action Plan and Vision Zero Action Plan.</p> <p>As someone who is a vulnerable road user, I take car violence and preventing traffic crashes very seriously.</p> <p>I am also committed to ending the harm traffic policing and traffic enforcement cause in Minneapolis.</p> <p>That's why I demand that you not spend any more time or resources pursuing traffic enforcement as a solution to street safety, including no longer exploring reinstating the MPD Traffic Enforcement Unit or seeking permission from the state to implement traffic enforcement cameras.</p> <p>I urge you to focus on what we know works: designing streets that put people first. With your help, we'll be the first city to have a Vision Zero program that doesn't rely on traffic enforcement as a strategy. Thank you for helping us show our neighbors, and the world, that in Minneapolis, our streets are for everyone.</p> <p>Thank you</p>
90	Design, Additional Comments	<p>Since when did Pillsbury Ave S between 26th and Franklin become a highway? The traffic that moves through there and the speed at which these cars travel is unbelievable! I am tired of all the traffic going both ways, trying to squeeze through, honking horns to get out of the way, just so they can race to their destination. I noticed that Pleasant Ave has speed bumps. Why can't Pillsbury Ave? You can also place a police officer to monitor to deter the SPEED of the traffic. It's very disturbing! Also, the amount of traffic that goes through the alleyway is another problem.</p>
91	Street Operations	<p>I don't see where the Transportation Action Plan (TAP) addresses its method of cutting in half the drive along vehicle trips in Mpls over the next 10 years. In the previous 10 years, the number of vehicle miles have stayed the same. It seems like the planners are avoiding the "elephant in the room" and hoping if it isn't mentioned, it will go away. I just heard one of a City staff member assigned to this plan say people need to dress appropriately when making trips. That's fine for younger residents on nice days but not for the rest of Minneapolis. The TAP does a good job of addressing how to make other modes of transit safer and more convenient. The Plan also needs to reinforce and plan for the significant role single occupancy vehicles will continue to play in our everyday transit.</p>
92	Street Operations,	<p>The TAP reflects superb research and understanding of worldwide best practices in transportation planning and implementation. We</p>

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	Walking, Transit, Additional Comments	<p>specifically applaud the following goals:</p> <ul style="list-style-type: none"> - Setting a 2030 mode shift goal of 60% of trips by walking, biking or transit. Increasing sustainable mode share is necessary to meet climate goals while accommodating a growing population. - Implement city management of winter snow clearance across the entire Pedestrian Priority Network. - Significantly increase the Vehicle Miles Traveled reduction goal. The recent, widespread and successful adoption of remote work during the coronavirus pandemic compels a stronger target. With more than 62% of Americans working remotely in mid-April a VMT reduction goal of 30-40% is well within the realm of possibility. Keep in mind that teleworking only one day a week represents a 20% commuter VMT reduction. (https://news.gallup.com/poll/311375/reviewing-remote-work-covid.aspx) - Hold county and state partners accountable. While the plan specifically mentions that it does not apply to freeways within Minneapolis, there is no doubt that the freeway system negatively impacts residents of Minneapolis by incentivizing drive alone travel, contributing to poor air quality, and creating massive physical barriers to walking and biking within unsafe and unpleasant environments. The City's vision will not be realized until county and state partners are held to the same high standards that are outlined in the plan. - Rapidly implement a network of transit only lanes. Transit dependent communities and essential workers should be prioritized. - Create a network of car-free streets. A network is necessary to ensure that they enhance mobility and recreational opportunities - Expand the use of metered street parking.
93	Street Operations, Additional Comments	I support the end of free parking for cars. I support sustainable transportation.
94	Street Operations, Technology	<p>We've developed a scooter rack that docks scooters without the use of a kickstand, securing only the front wheel in a low-profile rack. Our product was developed with a simple design to be commensurate in cost with that of a bike rack.</p> <p>At SylerDock we are also developing an idea for "Scooter Docking Zones" in limited areas that may fit well with the goals of micromobility initiatives of the Transportation Action Plan for Minneapolis.</p> <p>The dockless parking fees in the zone could be used by the city for further mobility infrastructure spending or for subsidizing rides for residents in disadvantaged communities.</p>
95*	Street Operations	Many neighbors have started complaining about the high volume of traffic on our neighborhood city streets running north to south on the

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		<p>east side of the city, 46th ave is an example. While in COVID the west railroad, has been partially blocked. I'm writing about before COVID. This is what I have experienced living and commuting in this neighborhood:</p> <p>I think the root of the problem was the original route to get into downtown for the commuters was Hiawatha, the lights non synchronized made that just a pain, then folks moved over to Minnehaha, that got interrupted during that corridor construction and voila, they found the rr. I hate it walking the rr in the early mornings to now (pre-COVID) see a stream of traffic going downtown. It brought in more pollution, noise and exhaust, plus if you want to go anywhere in the AM you have to choose another route. Again, I 'm talking pre COVID, actually love the that this route is now blocked. I'm sorry for the 46th streeters. I would think a solution is to address it with traffic management before we open up the rr again. I truly believe if we manage the out of city commuters back to Hiawatha and make it a better option and stop the rr from being used as a commuter route, It is a parkway! we'd be better off.</p>
96	Technology	Hydrogen electric cars, we must go to a clean safe fuel and still practice social distance.
97	Transit	I support all efforts, such as this plan, to get more people on to transit and off the roads. Improved bus and light rail systems will help accomplish many positive things that will improve our quality of life here in Minnesota.
98	Transit	We need to step up our seriousness about climate change, through our local decisions on public transportation, etc.
99	Transit, Additional Comments	I am a senior. Public transit is important to me. I am also very concerned about the climate for the sake of my grandchildren. We need Transportation plan that protects the climate.
100	Transit	To truly change the traffic gridlock the metro area now experiences, public transportation needs to be efficient and free. Only when you can dependably commute via rapid transit, will we free the population from the automobile. The benefits of cheap or zero fares have been a proven success in other markets. Please consider implementing the same here.
101	Transit, Additional Comments	Let's show leadership and set an example in transit and progress in environmental protection! If environmental "correction" and protection aren't a priority, nothing else we do matters!
102	Transit	Minneapolis is poised to become a leader in climate change-mitigation with sustainable, non-polluting mass transit options. I would commit to not driving except in emergencies to help fund these changes! Our future depends on it. Thank you so much for *leading* on climate-friendly and family-friendly transport!
103	Transit	Having lived in Europe, Africa and the Middle East I have witnessed firsthand the Direct correlation between convenient, affordable public

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		transit and the reduction in air pollution, productivity and quality of life. Please let's make that possible here for all residents.
104	Transit	Traffic on the 35w corridor is unbearable. We need a solution that is as fast as driving or habits will not change. I support the expansion of high frequency transit! Thank you.
105	Transit	Widespread, efficient mass transit is key to reducing air pollution and clogged highways during rush hour.
106	Transit	As someone without a car, accessible transit is very important to me. As someone who lives on a planet undergoing climate change, it is even more important.
107	Transit	As I age, the time may come when good public transport will be a rue lifeline in maintaining independence. This is important to me.
108	Transit	I stand with Sierra Club in support of increasing transit coverage. This is essential to support the environment we share.
109	Transit	One more point: the high-frequency bus routes, with fewer stops and faster travel, are a good idea. Thumbs up.
110	Transit, Walking	I support robust public transit options, and safe pedestrian friendly walking routes throughout the city.
111	Transit	I rely totally on public transportation. Public transportation is important to me personally but beyond that it is crucial to the future of our city as it continues to grow.
112	Transit	I ride the bus daily to work and we need all electric buses and make Minneapolis get to carbon neutral!
113	Transit	If public transportation takes me to where I need to go as well as my car, it will be a no brainer to ride it. Other cities public transportation systems are time-competitive with car travel. Why can't the Twin Cities system also achieve this standard?
114	Transit, Additional Comments	I think most people are concerned about the air quality of Minneapolis and My son-in-law really stresses not having enough public transportation. He gave up the chance to take a Job at a different time of the day. that paid better because of inadequate transportation support.
115	Transit, Additional Comments	I've travelled around Europe and seen just how great, safe, and efficient public transit can positively impact communities. I think Minneapolis is well poised to take steps in the right direction!
116	Transit, Walking	Please make our bus routes faster! And keep our streets and sidewalks safe for people. Thank you!
117	Transit	Taking the bus must be easier. Metro Transit frightens people from the bus because of confusion. I think the rapid lines work great, but don't understand why they can't use the same shelters as regular buses?
118	Transit	Access to transit also means access to jobs. It matches job seekers to job opportunities and improves lives and economic function.
119	Transit	Please support this! America wants great public transit, but we can't do it without support for public transit!!
120	Transit	Mpls needs better transport

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121	Transit, Additional Comments	It's well documented that cities which provide good, fast and timely public transport are more concerned with their poorer citizens racial diversity! Last time I left Minnesota I thought we were headed in that direction. Since I returned it see we took a more discriminatory position. That's sad and unnecessary. We have lots of money in Minnesota. We need BETTER and affordable and timely mass transportation, not only for the poor, but also for protecting the environment and people's health. Thank you for listening.
122	Transit	The limited public transportation options make it really hard for young people moving into the city to live in neighborhoods outside of the closest few to their places of work and make Minneapolis a less desirable place for young, educated transplants. It makes me very sad to see hardly any of my peers at college even consider such an amazing city as Minneapolis as a place to move to.
123	Transit	Safe and fast public transportation is vital to or cities continued growth.
124	Transit	More transportation means less drivers and less drivers means better traffic and cleaner air! Let's make this happen!
125	Transit	We must also electrify our public transit
126	Transit, Additional Comments	<p>We appreciate the effort and energy required in creating a visionary framework that balances individual needs and those of the community. As well as the effort to reach consensus on a path forward that builds a vision for sustainable growth and provides more equitable access to housing, jobs, and investments.</p> <p>The TAP clearly positions transit as a tool in achieving that goal. We welcome the opportunity to partner with you as we move forward to achieve this vision. The following comments on the TAP are offered in that spirit and with a deep appreciation of the work required in creating the Transportation Action Plan.</p> <p>Comments specific to Figure 72: Transit Priority Projects (map)</p> <ul style="list-style-type: none"> - We strongly encourage the City to more clearly represent the type of investment desired in its plan maps, primarily Figure 72. We recommend that the city create (at least) two separate maps from the existing Figure 72: <ol style="list-style-type: none"> 1. One that aligns with Strategy 1 (Transit Service Priorities), showing these four tiers of service improvement: <ul style="list-style-type: none"> - expanded coverage where none exists today - service improvements (frequency, span) in areas already served by transit - areas to prioritize for high frequency service - capital facilities investment with arterial BRT in high performing frequent service corridors 2. One that aligns with Strategy 2 (Transit Priority Projects). <ul style="list-style-type: none"> - We thought that the "Future Transit Priorities corridor" designation on the map was too confusing, as it seems to include all improvements

	<p>of any type (new route, increased service, signal priority, bus lanes). Since the “Existing Transit Priorities corridor” is exclusively bus lanes, we initially thought that the “Future” corridor meant just future bus lanes. We would like to see this map show the difference between the desired locations for new routes, improved frequency on existing routes, and transit priority treatments.</p> <ul style="list-style-type: none"> - Looking for four categories-where are transitways in development, where else would the city like to have transitways, where are service improvements/new service desired and where is Speed + Reliability infrastructure needed? - Currently the map represents a variety of investment levels (Blue Line Extension and Route 11 are coded the same, even though one of them has a \$1.5 billion price tag) - Map edits-show C Line on Glenwood, Route 11 is only High Frequency as far north as Grand St/29th Ave NE. Are the changes to the eastern part of the Broadway route (Route 30) intentional-not serving The Quarry, Mid City Industrial Park? - Some areas that are already High Frequency aren’t also highlighted as areas where we are focusing future improvements, such as Chicago Ave/D Line and Lake St/B Line. - Show LRT, Highway BRT as separate line types-these services are very different from local routes - Particularly on the interactive version of the map, please show the city boundaries and the full length of the routes (not truncated). This will highlight how these routes are part of a bigger network <p>Comments on Transportation Action Plan Strategies</p> <p>1.1. Expand the high frequency network.</p> <p>Action 1.1: Metro Transit questions why the City identifies its role in this action as DO, while actions 1.4, 1.5, and 1.6, which also address expanded transit service, are SUPPORT roles.</p> <p>As the City is not a provider of transit service, the role identified in this action is misaligned with the City’s current role of supporting transit service provision in coordination with Metro Transit. It is more appropriate for the City to fill a support role to achieve this action.</p> <p>It is unclear if the intent of this action is to leverage additional City operating resources to achieve this action. If the City’s intent with this plan is to explore or implement changes to funding or direct service operation structures that could result in expanded transit service within the city, that would be more appropriately named in a separate action addressing the city’s funding role.</p> <p>1.5. Improve the quality and expand the high frequency network of local crosstown service, specifically from north to northeast</p>
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		<p>Minneapolis and from south to southwest Minneapolis.</p> <p>Action 1.5: See comments on Action 1.1 and Action 1.6. How is this action differentiated from Action 1.1, or separate from Action 1.6?</p> <p>1.6. Expand coverage to new or growing markets and improve transit service to areas that are currently underserved based on potential demand from population or development increases. Focus initially on:</p> <p>Action 1.6: The specific corridors/streets listed in this action are a wide-ranging mix of corridors where service is provided today, a few corridors where improvements are already planned, and several areas where no service exists. Overall, we encourage the City to more clearly structure its transit service actions under Strategy 1 in ascending categories, recognizing the current network and acknowledging different levels of additional investment required for each action:</p> <ol style="list-style-type: none"> 1. expanded coverage where none exists today 2. service improvements (frequency, span) in areas already served by transit 3. areas to prioritize for high frequency service 4. capital facilities investment with arterial BRT in high performing frequent service corridors <p>As previously mentioned, we also strongly encourage the City to more clearly represent the type of investment desired in its plan maps, primarily Figure 72.</p> <ul style="list-style-type: none"> - Marshall St NE – between Broadway St NE and Lowry Ave NE Noted as a new coverage priority - Lyndale Ave N – between West Broadway and northern city boundary Served by Route 22 - Lowry Ave – western city boundary to eastern city boundary Served by Route 32 - W Broadway Ave/Broadway St NE – extend from Lyndale Ave N to the eastern city boundary Served by Route 30. What does “extend” mean here? - Como Ave SE – between University Ave SE and eastern city boundary Served by Route 3 - 38th St – Bryant Ave S to 42nd Ave S Served by Route 23
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		<p>- Xerxes Ave to 46th Street Station - traveling along 50th Street W, Bryant Ave S, 46th St E, Cedar Ave, 42nd St E, 28th Ave S, 46th St E Served by Route 46 Routing listed is inconsistent with today’s service, which follows 42nd Street to 34th Avenue (not 28th) to 46th Street. Bryant Avenue routing listed here is inconsistent with Lyndale corridor in the following action.</p> <p>- Lyndale Ave S – Hennepin/Lyndale merge near Loring Park to southern city boundary Served by Route 4, with exception of segment from Lake Street to 46th Street. Please clarify if this line reflects a City preference / recommendation to move service from Bryant to Lyndale</p> <p>- Washington Ave – West Broadway to Cedar Ave continuing to 46th St Served by Route 14/22, except the 22 serves 38th Street Station or continues south on 28th Avenue. Gap on Cedar Avenue from effectively 38th to 42nd.</p> <p>- 2nd St N – Hennepin Ave to Dowling Ave N Noted as a new coverage priority</p> <p>- Johnson St NE – Hennepin Ave to 37th Ave NE Served by Route 4</p> <p>- Xerxes Ave – 44th St W to 54th St W Served by Route 6. This remains a coverage service in the E Line service plan.</p> <p>- 28th Ave S – 38th St E to 58th St E Served by Route 22</p> <p>- 4th St SE and University Ave SE – Central Ave to 27th Ave SE Served by Route 6. Improvements are already planned for this corridor with the E Line. Remove this bullet from this list and create a new action about arterial BRT priorities.</p> <p>1.8. Support reverse commute service connecting Minneapolis residents to suburban employment centers.</p> <p>Action 1.8: We encourage the City to identify specific known centers as a useful input to Network Next planning efforts.</p> <p>1.9. Partner with Metro Transit to identify and secure bus layover locations, including restroom availability, that provide efficient access at the beginning of routes.</p>
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		<p>Action 1.9: Recategorize to Medium-level difficulty.</p> <p>2. Increase the speed and reliability of transit.</p> <p>We welcome the city’s strong support in improving the speed and reliability of bus service. As the roadway authority along many of our network’s busiest bus routes, the city has a critical role making transit a more competitive alternative to driving alone.</p> <p>2.1. Use full-time dedicated bus-only lanes or dynamic lanes (peak period operation) to improve the speed, frequency and reliability of transit on congested corridors.</p> <p>Action 2.1: Bus-only lanes do not by themselves improve frequency of transit. Improved frequency should not be listed as an outcome of this action.</p> <p>2.2. Install a bus-only lane and/or other transit advantages on the following high priority corridors:</p> <ul style="list-style-type: none"> - 4th Ave S between Washington Ave and 10th St S - 5th Ave S between Washington Ave and 10th St S - 6th St N/S between 1st Ave N and 13th Ave S - 7th St N/S between 1st Ave N and 13th Ave S - 8th St N/S downtown between 1st Ave N and 13th Ave S - 4th St from the freeway connections on the west to Marquette and 2nd Aves <p>Action 2.2: We applaud the City’s efforts to speed transit on these critical downtown corridors. Metro Transit’s priorities remain 7th Street and 8th Street, which are critical to serving all-day, all-purpose transit needs for concentrations of people of color and people with low incomes within the City.</p> <p>The existing bus volumes wouldn’t normally warrant bus lanes on 4th and 5th avenues. Were these included with a future expansion of express bus lanes in mind?</p> <p>2.3. Evaluate the potential for a bus-only lane and/or other transit advantages on the following corridors, considering partnerships with other jurisdictions.</p> <ul style="list-style-type: none"> - Hennepin Ave between Washington Ave S and 12th St S - Hennepin Ave between Franklin Ave and 12th St S - West Broadway Ave from western city boundary to eastern city boundary - Central Ave from 3rd Ave bridge to northern city boundary - University Ave/4th St from Hennepin/1st Ave NE to eastern city
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		<p>boundary</p> <ul style="list-style-type: none"> - 11th Street South between Hennepin and Marquette - 12th Street South between Hawthorne to 2nd Avenue <p>Action 2.3: We request that the following corridor be added to this list:</p> <ul style="list-style-type: none"> - Lake Street (and Lagoon Avenue) from the western city boundary to the eastern city boundary <p>In addition, we strongly encourage the City to prioritize implementing bus priority in corridors with existing, planned, or potential arterial BRT investment. This can include bus-only lanes, but also queue jumps, in-lane stops, turn pockets to clear vehicles from buses, and other treatments to minimize vehicular delay impacting transit speed. This is one of the most effective actions the City can take to support faster, and higher quality transit service in corridors with the highest transit potential.</p> <p>2.7. Support transit advantages on freeways, including direct connections into and out of downtown, that rely on lane conversions instead of expansions where technically feasible and with consideration of local impacts. Direct connections into downtown should connect to streets with transit-only facilities, including from:</p> <ul style="list-style-type: none"> - I-94 between downtown Minneapolis and downtown St Paul - I-94 north of downtown - I-35W north of downtown <p>Action 2.7: Of these corridors, I-94 north of downtown is not represented on Figure 72. We encourage the City to identify and prioritize the gap from 394 into downtown in this action. We enthusiastically welcome the improvements that will be made with the METRO Orange Line and 35W@94 project in support of this action.</p> <p>3.1. Modify capital programs to support transit investments on corridors that have the highest ridership and lowest car ownership rates and allocate funds in a manner that advances citywide transit priorities.</p> <p>Action 3.1: We applaud the City’s identification of a capital role in supporting transit investments. Our most successful endeavors happen when our capital programs are aligned toward efficient delivery of transit and street improvements.</p> <p>4.3. Plan, design and construct high capacity, neighborhood-based transit along the West Broadway corridor from downtown Minneapolis to the northwest suburbs.</p> <p>Actions 4.1-4.3: We look forward to continuing to partner with the City to deliver major transit projects. As new approaches and increased</p>
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	<p>City financial support for core transit scope elements are considered, we seek to resolve key questions of project delivery and roles and responsibilities. Key focus areas include the city’s role in project leadership, financial/funder roles and responsibilities, project staffing, and project coordination.</p> <p>4.6. Develop long-term operations plans for new transit services in partnership with Metro Transit and other partner agencies.</p> <p>Action 4.6: Does this action refer to developing different ways to fund operations? Or does this refer to service plans?</p> <p>4.7. Advocate for light rail and bus rapid transitways that provide direct connections to regional job centers and other destinations outside of the downtown core within Minneapolis, connecting Minneapolis residents with the regional rail system.</p> <p>Strategy 4: Action 4.7 appears to refer to rail and dedicated/highway BRT, separate from areas of focus for making arterial BRT investments in local transit corridors. We encourage the City to identify an action in support of Metro Transit’s ongoing development of arterial BRT in Minneapolis and the core of the region. We also encourage the City to identify specific corridors to target for arterial BRT, as other regional stakeholders have done.</p> <p>5.1. Prioritize pedestrian improvements connecting residents to transit service, including completing missing links in the sidewalk network, safe crossings at high volume intersections and maintaining pedestrian access through construction zones.</p> <p>Action 5.1: What does the City see as its role in deploying ADA pads in reconstruction projects or retrofit projects?</p> <p>6.2. Establish requirements for Metropass participation for all new commercial, mixed-use and residential buildings within a half mile of a high frequency transit corridor.</p> <p>Action 6.2: Replace Metropass with monthly pass; naming Metropass as a specific program may limit flexibility toward achieving targeted goals.</p> <p>6.4. Work with partner agencies to improve customer comfort through clean waiting areas and upgraded amenities such as shelters, lighting, seating, heat and real-time schedule information.</p> <p>Action 6.4: Metro Transit is actively implementing improvements in these areas. We applaud the City including these important steps in</p>
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		<p>this action and encourage the City to acknowledge ongoing work led by Metro Transit in this area.</p> <p>6.8. Encourage investment and design of integrated design elements to engage people and reflect the communities that transit serves through signage/wayfinding, public art, plaza/open spaces, streetscape, real-time traffic count displays and other creative or interactive design elements on major transit projects (light rail, bus rapid transit, etc.)</p> <p>Action 6.8: Maintenance is a critical factor toward success in this action. We encourage the City to clarify its role in supporting the maintenance of these investments.</p>
127	Transit	<p>I commute to work nearly every day via bus. I live in Minneapolis's Central neighborhood 4 miles from my place of work the UMN. It takes me 60-80 mins to get to work in the morning and another 60-80 mins to get back on the bus/train. I ride the 21/53 and 87 routes. The same trip takes 10 mins in the car. I spend 10-15 hours a week sitting on the bus. I should be able to expect more from public transit. It's hard when you have to depend on a bus to make a living. My workday starts at 8 am but I need to be at the bus stop no later than 6:30am to make it to work by 8. That means I wake up at 5am just so I can get to work mostly on time(the bus/trains are not reliable). I'm done at work at 4:30, but I need to wait until 5 for my bus then the trip takes up to 90 mins. So that means my average day starts at 5am and ends at 6:30pm. Transit eats heavily into my "free time" with nearly 14 hours of my day taken up with just work and transit. What time do I have left? Factor in 8 hours for sleep and that leaves 2-3 hours for my life. How can anyone fit in an hour at the gym(factor in public transit and that's a 3+ hour commitment), a trip to the store, making dinner, household chores, family time, happy hour with friends, god forded an hour of relaxation, or time spent on a hobby. Improving the speed and reliability of public transit would dramatically improve my life</p>
128*	Transit	<p>I have been a regular user of public transportation and do not own a car so clean affordable transportation means a lot to me.</p>
129	Walking	<p>At the rate of building and concentration of people, these non-signalized intersections need to get marked or the city is going to get sued because someone got hit. If it was someone in a wheelchair, you would never hear the end of it. I don't know why this is so difficult for the city to do this investment of paint and labor to mark these non-signalized intersections. The 1960's are over and cities are for people and not traffic flow.</p>
130	Walking, Additional Comments	<p>Our Streets Minneapolis and our supporters applaud the draft Transportation Action Plan (TAP) and the visionary goals laid out in it to build a more equitable and livable transportation system. However, we are very disappointed that the draft transportation action plan does not have any specific actions or strategies to explore city led</p>

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		removal of snow and ice from sidewalks. Walkability in winter has been a major advocacy focus of Our Streets Minneapolis over the last few years. Snow and ice on sidewalks in a major barrier to accessing the city during winter. We have received over 5,000 public comments in support of better winter sidewalk maintenance and delivered them to City Council. We recognize that there are significant budget and logistical challenges to a coordinated city effort to clearing sidewalks. However, not including an action or a strategy to explore this seems like it is closing the door to any such action over the next decade. Since the plan is not fiscally constrained, the omission is puzzling. We request that you consider amending the plan to include a strategy or action to explore ways to coordinate the removal of snow and ice from sidewalks, so that people are able to easily and conveniently walk and roll throughout the year.
131*	Walking	I am in a wheelchair, so Minneapolis transportation is highly important to me. I use it, very often. I strongly support strategy 1. Please, GET ALL the sidewalks PLOWED, in low-income areas, in the WINTER!!!
132	Additional Comments	I wanted to comment on how terrible the website is that was created to house the Minneapolis Transportation Action Plan. There is too much pomp and circumstance, the website is not intuitive at all, and it is no way accessible for those that have accessibility concerns. What were you thinking? Who approved this website? Did anyone from ADA department look at this, or the Minneapolis Advisory Committee on People with Disabilities? It makes you sick to look at the main page, you have to hunt to find a place to make a general comment, the icons on the main page do not in any way tell you what they are for unless you hover over them and look at the link that shows at the bottom of the screen (and who is going to know to do that?)- When will this website be redone? It is just terrible.
133		It is very important, especially in our cities, that we encourage options such as walking, biking, and public transportation to autos, which have been the dominant transportation mode for so long. It is one of the most important things we can do to combat global warming, one of the very most important issues of our time. It will also reduce air pollution, an important issue especially for minorities in our inner cities. Although I do not live in Minneapolis, my daughter and grandson do. I also bike in Minneapolis, 1/2 mile from me, and I regularly take the bus and train in Minneapolis. So, I fully support TAP!
134		The Great Northern Greenway task force supports the draft Transportation Action Plan (TAP) and appreciates participating in the 2019 Greenway Study and that Neighborhood Greenways are included in it.
135		Move Minneapolis is pleased to express its full support for the City's draft Transportation Action Plan. Immediate and significant changes to our transportation system are long overdue. The draft plan meets the need for urgency in a thoughtful, multifaceted and achievable program.

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136		Thank you for creating a plan that unlocks the potential of our public right of way. We believe a strengthened Transportation Action Plan will create a transportation system that reflects our community's shared values of safety, equity, and sustainability.
137		I'm encouraged by planning that takes us beyond the automobile as a primary transportation mode in an urban environment.
138		I support re-prioritizing what modes of transportation we emphasize - centering on low income and disability populations and improving transportation for them.
139		This is the time to do it. WE have learned what a difference it can make. Sorry but stop making political decisions and make decisions for the people. You all live here too. Focus on the community and not the big business.
140		I hope Minneapolis will continue the good start to this important issue. Please support this!!!
141		One of my personal goals is to get rid of my car. This plan would help me be able to actually do it! I think a lot of people are like me in that they want to create change in the everyday things they do that could help the environment. By making these proposed changes you would be taking leadership to empower people to make decisions that will help the environment. Thank you!
142		I love clean air.
143		The environment is my #1 voting issue! Clean air is more important than ever now that covid19 adversely impacts lungs, and anyone who already has trouble breathing from air pollution is more likely to die. Let's protect our people!
144		We have limited time to make an impact on climate change, and these policies not only help us reach our climate goals but make life better and more accessible for the people who live here.
145		Efficient and pleasant transportation is a huge quality of life issue. Thanks for investing in our futures!
146		This plan would do a lot to set a positive direction for our state and the whole metro area.
147		I support this project. I think we should push very, very hard for carbon neutrality well before 2050. I, like many young people my age (late 20s) want to see our officials make a serious commitment to sustainable city solutions. There is growing concern about the future among my social circles, prompting many, including myself, to forgo having children. Going with business as usual will eventually degrade our community, our economy and our planet. PLEASE think of the blessing of this life you were given and think of the next generations whose quality of life we will determine with our actions today. Let's keep humanity rolling healthy and strong, so the next generations can have lives that are even better than ours. Thanks
148		We need to do everything we can to combat climate change!

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149		This plan will go a long way toward clean air in our cities; transportation equity for people of all walks of life and help for a growing climate crisis.
150		Please put climate and the environment first, we only have one earth. This will also keep people safe. Thank you.
151		While COVID-19 is urgent and acute, climate change is the crisis of the 21st century. More people will die - and many more animals, birds, insects, and plants will go extinct - because of the climate crisis than will die of COVID-19.
152		Climate change is the #1 most important issue of our lifetimes. We need to make radical changes to our energy and transportation systems rapidly if we are to avert catastrophic environmental destruction. Let's do our part as citizens of this great city!
153		Please PLEASE do not forbid car travel on Minnehaha Parkway. I have traveled (first as a passenger, then as a driver) that route for 70 years . The beauty of the parkway's trees, lilacs, and creek has had such a positive effect on my mental state (even as a child when I was being driven by my mother to my pediatrician for my annual checkup, which included one or more shots that I absolutely dreaded as a child). Also, if the cars that travel on the parkway, where they would drive instead to make a trip to the same destination? The parkway is set up to handle a larger traffic volume while the streets near the Parkway are not. As both a child and an adult, the Parkway is ideal for pleasant and efficient car travel. Please do not block cars from the parkway.
154		This issue matters to me because although I have the privilege of being able to afford a car, insurance, and gas, many of my dear loved ones have not been born into a family with those privileges. I have had friends who have lost jobs or have been denied jobs due to not having a vehicle. This is absurd. Everyone deserves access to timely, safe transportation no matter their financial situation. Thank you.
155		We only get one earth! Let's do our part.
156		We can all take all ok a new and different options going forward. We have been presented with a tremendous opportunity to begin to change thinking going forward. Please join us in this effort.
157		I anticipate needing such services more as I get older, so this is important to me.
158		Please think about our future needs
159		Do the right thing for our community. You know what that is.
160		I have small children and care about their health!
161		Thank you for the opportunity to provide public comment on the TAP, which is a bold document and one I hope the city will be able to implement in large part.
162		The Transportation Action Plan is a visionary document that is light years ahead of what transportation looks like in Minneapolis today. Along with the city's Vision Zero and climate goals, the strategies and actions outlined in the TAP, if completed, will make Minneapolis a

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		<p>beacon for cities nationwide. The TAP is data-driven and bold while stressing humanity in its focus on equity and safety.</p> <p>The last 100 years of automobile-centered social engineering haven't worked out very well for us: communities have been destroyed, climate change is accelerating, and our streets our too often hostile to people, both inside and outside of cars. The TAP's focus on rebalancing space and designing for people is a wonderful framing of what we need to do as a city, state and country to curb emissions, increase prosperity, and help dismantle years of institutional racism. For too long, transportation has been focused nearly exclusively on the automobile, to the detriment of our communities, our health, our cities, and the planet. I love that the TAP makes decreases in VMT explicit; it's clear that we need to drive less as a city and a society and improve alternatives to deriving.</p> <p>I do worry that funding for the plan may be difficult given the current pandemic. I realize that right now, and possibly over the next few years, our focus will need to be on providing essential services and supporting essential workers. That said, I am confident that we will come out of this crisis stronger and will need a visionary plan like the TAP more than ever in the years to come. I appreciate all of the time and effort put into this plan its authors and am strongly supportive of its goals.</p>
163*		<p>I am reaching out today to you and the rest of City Council to beg you to please listen to Reclaim the Block and Black Visions MN as you draft the charter amendment. I support these organizations in saying that the amendment should prohibit current and former law enforcement from leading the new department, and it should NOT create a new division for police officers.</p> <p>These are critical revisions if we are to maintain course on the path to abolishing MPD. You have stated that is your goal. I am urging you to stand by your words and adopt the above changes proposed by RTB and BVMN.</p>

* Denotes comments received after the open comment period

† Denotes a mass letter form, received from 225 senders

Comment #	Topic	Comment
1	Bicycling	<p>You MUST eliminate curb barriers from your plan. While bollards are OK, curb barriers are the most dangerous thing you can do to a bike lane, for many reasons including that they make the lane unusable for 4 months of the year because snow accumulates on the curb and melts during the day making the lane an ice rink every morning. I bike to work every day to downtown St. Paul and last fall I moved to Golden Valley, so I started taking Plymouth avenue which has these curbs. I rode Plymouth for about two months until I had to find a different route because I was having one or two close calls every day at getting hit by a car, until finally I got hit by a left turning SUV (got banged up but luckily didn't break anything). These curbs are so ridiculously dangerous because they make you invisible to drivers because when the curbs open up at driveways and intersections, turning drivers put their focus on the cement barrier to avoid hitting it and they rarely see a biker coming. The main problem is that drivers are used to only focusing on the road on their side of curbs, just like they would on a typical street with curbs, so the biker is effectively invisible and the faster you are biking the more dangerous it is because drivers never look that far up the road when their vision usually doesn't go beyond the cement barrier. I have cycled over 330,000 miles in my life and during those two months using Plymouth, I had never felt so scared while riding. These curbs have many other problems: 1) when a fast rider comes upon a slow one it is tough and sometimes dangerous getting by, 2) when a bus pulls over to pick up riders, the biker is totally trapped as the curb keeps you from being able to go around the bus, 3) sometimes riders or scooters go the wrong way and create a head on situation that is hard to escape from, 4) several times I came upon a group of people waiting for the bus stand in the bike lane, so I had to stop and climb over the curb into traffic to get around them, 5) in the fall the curb canyon collects a deep layer of leaves which makes it unusable, 6) the curb blocks plows from being able to clear the bike lane, 7) when a pedestrian walks across the bike lane without looking, the curb blocks the bikes escape route 8) but the worst is in the spring when the curb causes the bike lane to be an ice rink and unusable, and dangerous because if you instead ride in the narrow road, drivers get so upset that you aren't in the bike lane that they lay on the horn and buzz by inches away. If Plymouth had a regular bike lane, I would use it but with these curbs I will never bike down Plymouth again. Please, if you do nothing else, don't build any more of these.</p>
2	Bicycling	<p>I think bikers need to take and pass a test with rules of the road. SO MANY FLY THROUGH STOPSIGNS, DON'T signal. It is absolutely ridiculous that police cannot stop and ticket bikes for breaking rules of the road. The bike lanes in Mpls are way too wide.</p>

<p>3</p>	<p>Bicycling</p>	<p>Seems to me to be a well-thought out plan with many details. As a biker (perhaps nearing the end of my biking age, I'm 76 and still on the bike) and transit user who has never owned a car I find Minneapolis better than some cities but not nearly as good as others (primarily European, in my experience). Transit wait time is a particular issue; 15 minutes is just too long for the sake of convenience regardless of whatever weather conditions might make it less pleasant. Evening times and weekend times are often much longer. I loved my time recently in Lyon where it seems like I never had to wait more than a couple minutes for the metro or the tram, or even the funicular.</p> <p>I'm sure the increasing number of protected bike lanes has made it easier for me to continue to bike, despite that fact that I'm not as sure on my bike as I was when I was younger. I hope to continue to bike as long as possible.</p>
<p>4</p>	<p>Bicycling</p>	<ol style="list-style-type: none"> 1. It is confusing to call bikeways "All ages and abilities network." That name is so general it doesn't mean anything. I know it's probably so that scooters would be included. Call them bikeways but say they can be for other small vehicles too. At least that way people will know what they are! 2. Strategy 3/page 69. Replacing the term "bicycle boulevard" with "neighborhood greenways" also seems to not make sense since they mean different things. The report says greenways will "eliminate or significantly reduce" motor vehicle use. Is that true of all our current bicycle boulevards? 3. Strategy 10/page 86: What about education about this Transportation Action Plan? 4. Transit map page 94: Lots of areas are far from transit! The Plan should try to fix this.
<p>5</p>	<p>Bicycling</p>	<p>In light of this COVID-19 pandemic, I think the city did the right thing by creating the Stay Healthy Streets.</p> <p>Bicycling 3.1 says it's a high level of difficulty to create these Neighborhood Greenways, but the Stay Healthy Streets routes and quick implementation shows that interim designs are possible (and work well!) until funding is secured for more permanent installations. I find the most significant factor of the current SHS set-up is the roadblocks in the middle of the intersection. Allowing motor traffic through but requiring more attention and slower speeds. I find the intersection treatments to be very effective and I would like to see them installed on all existing bike boulevards/neighborhood greenways as interim safety measures.</p>

6	Bicycling	<p>We live in Minnesota. Biking during the winter may be possible for some hardy souls, but the 4% number used in the plan is a complete falsehood, even during the summer. I live by numerous streets with dedicated bike lanes and they are empty most of the time, even in the summer. This is a huge waste of the property tax dollars that were used to construct the roads, which were intended to carry heavy vehicle traffic. Removing useful traffic lanes for the exclusive use of less than 4% of commuters is fiscally irresponsible. Additionally, the increased concentration of traffic in the remaining lanes will significantly reduce the lifespan of the remaining road, necessitating early replacement at even greater expense. I know city Government will ignore my comment, much as they ignore the voices of the majority of us on other issues. Prioritizing biking infrastructure does not make sense in Minnesota. I want to see a real, objective, study of the usage of bike lanes and a honest cost/benefit analysis.</p>
7	Bicycling	<p>I want so badly to see more grade-differentiated cycle ways. Most of the "protected" bikeways now feel barely protected. I want to see permanent, concrete infrastructure that provides safe transport for cycles and scooters without having to worry about cars driving into the bike lane, parking in the bike lane, opening their doors into the bike lane.</p> <p>Grade-differentiated cycleways (above street level, maybe connected with broader sidewalks) really will make so many people of all ages and abilities feel safer and like the city really allows space for them. This is critical for not just bikes, but e-scooters and other micromobility options.</p>
8	Bicycling, Street Operations	<p>I salute the plan organizers for recognizing the importance of transportation and design choices that don't prioritize the personal automobile. I'm able to be a year-round bike commuter in Minneapolis because of the investments made in our bicycle infrastructure. I also love seeing the city carve back some of our streetscapes from high speed car traffic to create more safe and livable city neighborhoods. Finally, I'd like to bring up the concern that salting our city streets and sidewalks is slowly killing aquatic life in our lakes and waterways. We need to invest in finding new ways to make the streets safer (things like chicken grit) or we are going to permanently poison our water resources. Thanks for considering these comments.</p>
9	Bicycling, Walking	<p>I am happy to see safety is the highest priority for most of the topics (bicycling, walking, transit). The presence of safe pedestrian and bicycling facilities that separate people from cars should encourage people to use alternative modes more often.</p>
10	Bicycling	<p>The maps shows exactly one (existing or future) low-stress connection to the cities to Richfield. We need more and better connections to destinations to the south of the city.</p>

<p>11</p>	<p>Bicycling, Transit, Street Operations</p>	<p>I would love to see more flexible, rapid deployment of bikeways, safer pedestrian crossings, and BRTs. Tactical urbanism is changing cities for the better quickly all over the US. Here in Minneapolis, bollards are providing quick, temporary protected bikeways, but I want to see more places being protected from cars in quick, temporary ways to be tested and later replaced by permanent installments. This will let people see how healthy our city can be when more of our space is devoted to pedestrians and bikes, and help us envision and appreciate safer, healthier streets before they are laid in stone. This also means when bikeways or newly open outdoor restaurant seating, etc., work, they should be made permanent! Bollards are great temporarily, but they are impermanent and don't provide the protection more permanent installments would.</p> <p>If the city and transit agencies get comfortable testing and trying programs temporarily, we can involve urban residents more in development processes and make healthy changes faster.</p> <p>One program that would be a great example is BRT--the permanent BRT stops that they are building will be great, but people will use those routes today if they have normal buses running the more rapid routes on an impermanent basis. For instance, if some 21 buses started running on the pared-down BRT plan for Lake St/Marshall, the route would be faster and more useful to the thousands who use it, and the proposed stops could be tested. More people will use the bus, feedback can show what stops are necessary and which variation of a bus stop works best. This will allow for better eventual permanent implementation and help people get used to higher quality, faster service in the meantime.</p> <p>This goes hand in hand with programs like Open Street Festivals. What if every Sunday major thoroughfares were closed to cars? How many more streets can look like the charming Milwaukee avenue? Close streets temporarily (and more than just once a year) and people will quickly realize that their neighborhoods and parks and business areas all are better when the space belongs to people and is safe for kids, the elderly, bikers, and people with mobility challenges.</p> <p>Neighborhood Greenways also are a great possible target for tactical urbanism. What if we close them partially or completely to cars on a temporary or semi-permanent test basis? Covid-19 provides a great opportunity to test this. For instance, we're seeing closed parkways are beloved new options for bikers and pedestrians. Let's expand this and, when it works, make it permanent.</p>
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12	Bicycling	A low stress route on 12th Avenue South should extend north all the way to Powderhorn Park. Currently it ends at Minnehaha Parkway and that leaves a huge gap in that area.
13	Bicycling, Transit	<p>Minneapolis needs a cycle track network like what you see in Copenhagen and Amsterdam to truly be bike friendly. However, driver culture also needs to change, which is difficult to do with infrastructure alone. Better driver education is needed, and campaigns on respecting pedestrians and bikers is needed to make Minneapolis friendly and welcoming to a bike culture that continues to increase.</p> <p>In terms of transit, much more is needed than just improving local bus routes. Minneapolis, and the Twin Cities region, needs a network of rapid transit and regional rail routes in order for our transit system to be up to modern standards and a feasible option for more trips. An arterial BRT network is a necessity for our urban core bus routes that continue to lose ridership due to unreliability and slow travel times. A BRT and light rail network is needed for trunk routes branching out of the urban core to suburbs, and a regional rail network is needed in order for travel to/from/through suburban and exurban areas by transit to be competitive with driving. All of this will make transit a much more feasible option and will mean less driving.</p>
14	Bicycling, Walking	<p>I like the overall plan to improve bicycle and pedestrian safety while preserving access to freight and cars. I would caution that motor-assist vehicles as well as high-speed bicycles will not mix well with pedestrians and all-ages cycling. Perhaps a license-and-insurance scheme could be considered for anyone going over a certain speed limit? This might allow authorities to weed out unsafe riders and allow special cycle/motor-assist use of non-car 'freeways' within the city.</p> <p>Public information campaign to educate everyone should be rolled out in stages as more of this plan is put into action. Confusion over rights-of-way should not happen! Consider, for example, the small stop signs along the Greenway at 28th Ave. So, where cyclists often speed through to the surprise of car drivers, who have no stop sign.</p> <p>Pedestrian crossing lines on the pavement confuses the issue. Consider an additional green line with the white for those intersections where cyclists DO have ROW along with pedestrians, whereas only white stripes are reserved for crossings where cyclists must slow or stop to give cars precedence.</p>
15	Bicycling	I would like to see the 18th Ave Trail connection between Jefferson & Monroe significantly enhanced. It will be a primary connection for both my children to get to school when they're old enough to bike on their own. It is important to me that this segment be optimized to increase their safety transitioning from trail to street to trail.

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16	Bicycling	Oakland Ave is a popular low-speed cycle route in South Minneapolis. The current infrastructure of a median crossing at 46th Street allows for an easy crossing and there is an existing connection at the Parkway. However, the park board is proposing eliminating this connection and Oakland is not listed on this map for any designation. While Portland and Park are good for certain types of cycle traffic, there is a visible preference for Oakland Ave for people with children, people in groups, and slower riders. By supporting existing patterns Minneapolis can build a stronger cycle network.
17	Bicycling	Leaving out the section of cedar lake road Penn to Glenwood for any improvements is a big mistake. This is a vital section for bike commuters and provides the only safe route from Bryn Mawr to the rest of north Minneapolis on a safe route. This is on the bicycle master plan and is a bike boulevard, but there is no traffic calming and drivers are aggressive. This would greatly benefit from speed bumps, mini roundabouts, etc.
18	Bicycling	N Wayzata Blvd needs bike safety improvements. This is a vital connection between Theodore Wirth Parkway and Bryn Mawr. Drivers treat this like a freeway. There are no stop signs between the parkway and all the way to laurel. It is dangerous for bikers, but also the only way to reach Wirth parkway. There is also limited development, and no parking concerns making a protected bikeway and easy fix.
19	Bicycling	Penn Avenue between the new light rail station and Cedar Lake Road/Laurel should be prioritized for bike and pedestrian improvements. This is especially true for the area in close proximity to the station. Drivers are in "freeway mode" and there are far too many lanes on Penn Avenue. Corner radii are too wide for drivers entering and existing 394. There are already too many close calls for pedestrians and wrecked cars in this area, and that is without an increase in bike/walk traffic for the new light rail station. PEOPLE WILL DIE HERE. FIX IT NOW!
20	Bicycling	Franklin between 29th and Cedar should be a low stress bikeway. It's silly to imagine that people wouldn't want that connection from the river up into uptown.
21	Bicycling	There is a severe lack of protected bike ways from NE east of Central and North of Broadway to Downtown. Bike communicating downtown requires a hodgepodge of side streets and weaving through neighborhoods. Also, under no circumstances should any part of Central Ave NE be considered a segment--"connector" or otherwise--of Minneapolis bike network. It's unbelievably unsafe for bikers.
22	Bicycling	The upcoming remodeling of Johnson St. between 18th and 24th is great, but the city should push farther north to 29th with an off-street bike lane that protects those walking, running, or rolling on their way to the local businesses at that intersection or to Northeast Middle School.

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23	Bicycling	<p>I'd like to comment on the plan for Bryant Ave S. from Franklin Ave to Lake St.</p> <p>This road is currently designated as a bike boulevard, but other than signage, road markers, and some speed bumps, it is just a typical S. Minneapolis road. This road is a critical N/S connector for cyclists, and we need more protection from cars trying to avoid traffic on Lyndale. Ideally (for me) this road would have diverters every two blocks, making it less desirable for car traffic. Alternatively, what about making it one way with bi-directional bike lanes on the other half of the road.</p> <p>Thank you for all you do making Minneapolis one of the safer cities in America for non-automobile traffic. It's a huge part of why I love living here.</p>
24	Bicycling	<p>Finishing the paths on the northside of the Mississippi river is by far the most important path we need to get built so it should be prioritized. You could even have the bike path go above the water for part of it, like a biking water bridge along and above the Mississippi</p>
25	Bicycling	<p>I think this plan understates the need for current and ongoing bike trail maintenance. Most of the current park bike paths and parkways are in dire need of maintenance. Many on road bike paths like 50th St are full of potholes and are too narrow to be considered a true bike path. There needs to be a realistic plan to fix/repair what the city has now before any new infrastructure is added that will add to the future maintenance backlog.</p>
26	Bicycling	<p>I would like to see a connector bikeway along 42nd Ave in the Longfellow neighborhood. This street connects to many popular businesses, parks, and schools and it is important that people can safely bike to these places.</p>
27	Bicycling	<p>I would like to see the bikeway stay on 35th Street through the Powderhorn neighborhood. The proposed route jogs around a lot and takes you through a steep portion of Powderhorn Park. It would make much more sense if this bikeway just stayed on 35th Street for as long as possible. The proposed route would just be confusing for a biker.</p>
28	Bicycling	<p>I would like to see 36th Avenue become a connector bikeway, from 25th Street to 38th Street. This is one of the few streets in the Seward neighborhood that passes under the Midtown Greenway and it also connects to popular spots like the Birchwood Cafe, Longfellow Park, and Hiawatha Academy. It also crosses Lake Street at a signalized intersection, which is much safer.</p>
29	Bicycling	<p>I would recommend that the bikeway on 26th Street cross over Hiawatha Avenue and extend east until at least 26th Avenue, and maybe even 29th Avenue. A lot of people use the Hiawatha LRT trail to get downtown, and 26th Street is a great place to jump onto this trail. Extending 26th Street further east will make this connection much safer.</p>

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30	Bicycling	I would like to see something in the plan that indicates a future direct connection between East River Parkway and Saint Anthony Main. This would help connect the Grand Rounds and link a popular bikeway and commercial district.
31	Bicycling	<p>I don't understand how it makes sense for a Low Stress Bikeway on 38th ave to cross a busy four-lane road (Lake Street) at an unsignalized intersection. I live in the area and ride my bike frequently, and I avoid crossing Lake Street at unsignalized intersections. Drivers on Lake Street routinely drive 5-10 MPH faster than the 30 MPH speed limit.</p> <p>Additionally, Lake is currently nowhere near a Low Stress Bikeway. I assume Long-term means that there would be significant changes to the layout of the street before considering it to be Low Stress for cycling.</p>
32	Bicycling	I am thrilled by the proposed network of bicycle routes. I have tried biking with my child in tow have occasionally found myself thrust into busy traffic where a low stress network ended abruptly. We need a network like this for biking to work!!! Great plan!!!!
33	Bicycling	A major concern I have as someone who has commuted to and from work by bicycle is the connectivity and continuity of bikeways. there are many instances like Central ave that has multiple areas where the bike lane disappears and is replaced by sharrows. another example would be Pierce St. NE to Hennepin E to SE 5th Ave. in future planning exercises we need to make sure areas like this are not built in such a disjointed and dangerous way. it makes safely route planning for new or nervous cyclists a nightmare and discouraging. I would also like to bring attention to situations like the cedar lake trail construction. if it were taking place along a road used by motor vehicles there would have been better detouring and construction planning than to create a detour through areas that most people use the cedar lake trail to avoid. as well as areas with poorly maintained trails. I think a key focus for creating new bike lanes isn't just on trails and areas that showcase the cities natural beauty but also trails and lanes that enable cyclists to take the most direct way to and from safely and confidently.
34	Bicycling	<p>A bike/pedestrian bridge underneath the I-35W St Anthony Falls Bridge is proposed in the MPRB's Central Mississippi Riverfront Master Plan (pg. 7-20). Should that be on this map?</p> <p>https://www.minneapolisparcs.org/wp-content/uploads/2018/11/central_riverfront_masterplan_approved.pdf</p>
35	Bicycling	Small error on map, bike/pedestrian bridge over 35W connecting 5th St SE follows the old footprint of the previous bridge instead of the newly built bridge.

36	Bicycling	<p>The map clearly shows where there are dense networks of interconnection and where there are not. It's not just the miles that count; it's the interconnections that make biking feasible and safe for more riders. Keep connecting!</p> <p>Bike Boulevards are a confusing label. I'm not sure what the purpose is. In the case of E 40th street, the design of the street is almost laughably unfriendly to bikes, particularly at the south side of Sibley Park. There is a T intersection at E 40th and S 19th. 19th Ave is the low point of two hills along 40th avenue between Cedar Ave and 20th Ave. The bike boulevard on 40th, however, has bikes stopping at a stop sign on 19th ave, rather than allowing them to use momentum to propel their way up the significant hill on the other side of 19th. As a result, people don't use that section of bike boulevard as often, opting to cut over on other streets that are friendlier. Please set pedestrians, bikers and cars up for success by implementing more reasonable solutions that don't need be circumvented.</p>
37	Bicycling	<p>SE Washington Avenue between Walnut St and Huron should be made into a car-free transit and bikeway immediately. There is nothing fundamentally different about Washington east of Walnut that should allow cars there.</p> <p>Also, Washington is mislabeled as a "low-stress" bikeway between Walnut and Oak, when it is actually just a painted lane.</p>
38	Bicycling	<p>SE Washington Ave between Oak and Huron seems like it should just be converted to a bikeway. There are no car entrances on the South side, and the North side is being redeveloped by the U of M and does not need cars either. There will be more density of housing in this area, so it seems ideal to move cars off that road which don't need to go on that road specifically anyway and leave more space for the larger amount of bikes and peds.</p>
39	Bicycling	<p>I'd not consider this stretch an existing low stress trail. The bike infrastructure here is composed entirely of paint and is largely in the door zone of street parking. Where these painted lanes are adjacent to newly built apartments, they're often occupied by delivery vehicles, taxis/Uber/Lyft or people waiting to pick up or drop off passengers. . . and some of these apartments aren't even finished yet. The delivery and pickup/drop-off/taxi in the bike lanes here will get worse as construction ends and tenants move in.</p>
40	Bicycling	<p>I had initially assumed that the omission of Grand Avenue north of 26th was a mistake, but I have since learned that it was intentional, because the route does not connect to downtown. However, trips to downtown are not the only reason people ride. It is a mistake to use downtown as the only prism through which bike routes are viewed. The proposed route on Grand should be extended all the way to Franklin.</p>

<p>41</p>	<p>Bicycling</p>	<p>I love the idea of investing in more neighborhood greenways. I find 40th Street, 17th Avenue S, and 5th Avenue NE to be some of the most pleasant places to bike and I will go out of my way to use those routes. However, if we are going to make greenways/bike boulevards a functional, year-round part of our all ages network, we need to make those snow emergency routes. All the bike boulevards I use become unusable after a big snow due to vehicle traffic and parking. If these routes were plowed with the snow emergency routes, they wouldn't become unusable due to packed snow and ice.</p> <p>While the neighborhood greenways are great for many uses, in some cases they aren't ideal. The 40th Street bikeway is incredibly hilly. Now that I have an e-bike it's great, but it's not a route I like to use on a regular bike. I would strongly suggest ensuring that the 38th Street bikeway be prioritized for the near term because south of the greenway there are no flat, straight bike routes going east/west.</p> <p>I see that 34th Street is indicated as a future low-stress route.</p> <p>Connections are incredibly important, since one weak point on a bike route can deter people from using it in its entirety. The connections across 35W and Hiawatha look inconvenient to me. I would encourage thinking about a pedestrian bridge across 35W on 34th to make this a truly good connection.</p> <p>I also see that the plan calls for weekly sweeping of bike lanes. Right now, it is mid-March and the bike routes I take are free of snow and ice, but they are full of sand, rocks, and debris. I have submitted 311 requests, but it is clear to me that none of these routes have been swept yet this year. The un-swept condition of these bike lanes makes them unusable. It's important to maintain the infrastructure we have now as we build out the all-ages network. That means sweeping as soon as snow and ice are clear, re-striping bike lanes, and re-installing bollards as soon as possible.</p>
<p>42</p>	<p>Bicycling</p>	<p>In the Bicycle Master Plan, there is a bicycle bridge over the train tracks near East Hennepin that connects 6th Ave SE to NE Fillmore. This was removed in the transportation action plan.</p> <p>This connection is really important to me. I avoid riding from south of Hennepin to Fillmore because going out of the way to get to Pierce is such a hassle. I'm really disappointed to see this bridge gone.</p> <p>There was also supposed to be bike facilities on Buchanan, per the Bicycle Master Plan.</p>

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43	Bicycling	<p>I live on Stevens Ave in S Mpls. Crossing the 35W on my (bike)commutes is always nerve wracking in part because of fast and aggressive motorists. It's really important that people moving outside of cars are able to safely and easily cross the 35W. I hope that crossings will be consistent and designed in such a way that motorists are aware of and expect to see cyclists and pedestrians on these roads and crossing.</p> <p>As it currently stands there is zero bicycle specific infrastructure to cross the 35W in between the Midtown Greenway and the 40th Street Pedestrian Bridge.</p> <p>Unbuffered bike lanes composed of only paint are not acceptable, especially if they're in door zones.</p>
44	Bicycling	<p>There needs to be protected bike lanes on SE 11th Ave between 8th St SE and NE Winter Street. Crossing over the freeway from Como or Dinkytown to get to the other future bike lane on 10th Ave SE is unreasonable. There is a huge amount of space for bike lanes on 11th Ave.</p>
45	Bicycling	<p>Why are there no bike lanes on University? We should be able to ride on every arterial street in the city. No more diverting people from where they live, work, and shop and telling them to just go bike somewhere else.</p>
46	Bicycling	<p>Lyndale needs to have protected bike lanes. People should be able to bike to the front door of their destination without dying.</p>
47	Bicycling	<p>There should be protected bike lanes on all of Grand Avenue. Not all bike routes need to end up in downtown.</p>
48	Bicycling	<p>This is a great network. I'm concerned though because a lot of these routes are currently high-stress - like Bryant Ave despite being a "bicycle boulevard" - where people driving beep at me, rev their engines or just crowd me by driving close to me from behind or sideswiping me. I hope that all of these streets will have physical separation between cars and bicycles and provide nonstop bicycle travel</p>
49	Bicycling	<p>Please ban cars from Bryant Ave, see NYC 14th street busway and Market Street in SF. If it can be done there with minimal impact, it can be done on Bryant.</p>
50	Bicycling	<p>Please ban cars from Blaisdell Avenue and 1st Avenue.</p>
51	Bicycling	<p>Nicollet - with the k-mart, we have an opportunity to create a WONDERFUL bike and transitway continuation to lake St. who wouldn't want the transit mall to continue south of downtown!?</p>
52	Bicycling	<p>why not a little lane on 22nd? it'd be nice to bike to the wedge (22nd and Lyndale) without fearing for my life, and if there's a nice enough lane I can convince other people to bike there too. for now it's too scary for even my girlfriend who's only slightly less Vehicular Cyclist Mindset than I am.</p>

53	Bicycling	<p>1) Why are we placing 2 bikeways right next to each other (28th & Greenway) instead of putting a better east/west bikeway up on Franklin or thereabouts? It doesn't make sense.</p> <p>2) Bloomington is already maxed out for parking, bikeway, buses and cars. Not sure how you are going to make a more protected bikeway work there and not negatively impact mass transit, and access for emergency vehicles, etc.</p> <p>3) Have any of you had to be the primary caregiver for an elderly person and/or person with disabilities? I've done both for years, and I can tell you that bikes, scooters, buses, trains and walking any kind of distance just don't work. Neither of my parents could keep their balance in a bus or train -- it was a falling risk. There is a REAL need for disability parking right next to their destination. How are you planning for this? (And don't tell me that Metro Mobility is the answer because it isn't practical -- and it often sucks.)</p>
54	Bicycling	<p>I am an avid biker with the TCBM club and have hosted many group bike rides in the TC's area. Not sure of where to address my concerns over the incoming use of e-bikes. I noticed more of them showing up on walking/biking paths. My concern is that these bikes are able to reach speeds that only bikers with conditioning and experience have been able to ride at. Now we will have all ages of children and adults with little or no experience riding at higher speeds than their skill level can handle. How do we train these people to use good bike safety and to follow biking rules on the pathways.</p>
55	Bicycling	<p>I bike both to get places and for recreation. Also I commute by car from Bryn Mawr to my job in S Mpls and like others I've noticed increased congestion and commuting time due to bike lanes slowing down my car commute.</p> <p>BUT after decades of safe biking I was hit from behind by a car ("sorry, just didn't see you") and broke ribs, etc. SO I am firmly behind the dedicated bike lanes with physical separation from traffic. It's fair to ask the cars to slow down to keep bikers safe. Strongly support the new 25 mph speed limit.</p>
56	Bicycling	<p>The bikeway planned on Grand Avenue from 31st street to 26th should be extended to Franklin Avenue. Without this extension, there would be a gap in a North-South bike route from Bryant Avenue all the way to 1st Avenue S. That gap involves a high density of residences that would be inclined to bike commute to work or play if there was a more convenient, close route.</p> <p>In short: extend the planned Grand route to Franklin!</p>
57	Bicycling	<p>I am very excited to see how many future bikeways of all styles are planned. Bring it on!!!</p>
58	Bicycling	<p>We always participate in the Open Streets NE and enjoy it.</p>

59	Bicycling	<p>13th Avenue S is a connector street to Midtown Greenway. Because of this, the street should be designated a connector street between 26th street and Powderhorn Terrace. This would ensure the safety of cyclists exiting the Greenway and also offer a quick, safe connection for cyclists looking to visit Powderhorn Park.</p> <p>In short: Add bike lane/connector designation to 13th Ave S.</p>
60	Bicycling	<p>The entire plan is a waste of time, energy and money. What the City has done with roadways to accommodate bicycles is criminal. Drop this plan and give us our streets back. Not everyone can bike, it discriminates against elderly and we need to get around in cars. Enforce traffic laws for bicycle riders because they ignore traffic lights, stop signs and almost every law and courtesy on the roadways.</p>
61	Bicycling	<p>Throughout South Minneapolis there is a lack of proposed high-quality crosstown routes.</p> <p>Obviously, the Greenway is great. However, between the Greenway and Minnehaha Creek, there are few cohesive routes across the city. For instance, along 34th Street, there is a proposed bikeway that is not convenient because it is not straight and on 40th Street there is a proposed bikeway for only part of the route, but especially on the major corridor of 38th Street, there is only a token bikeway proposed.</p> <p>It would be great if there was a high-quality bikeway that went straight from lakes to river in South Minneapolis.</p>
62	Bicycling	<p>I live in Bryn Mawr and bike a lot.</p> <ol style="list-style-type: none"> 1. Support the MPRB plan to purchase the abandoned CP rail right of way along Bassett's Creek in the Willard Hay, Bryn Mawr and Harrison neighborhoods before commercial interests purchase this and block the potential of an off-road bike route from N Mpls and Golden Valley to Van White Blvd and its light rail station(s). A once-in-a-generation opportunity to lock this in for future generations. 2. Plentiful bike racks at LRT stations such as Bassett's Creek Valley station on the green line extension will allow people like me to take our bikes to light rail without having to take them ON light rail during rush hour. We don't need fancy weather-protected boxes, just bike racks, and lots of them.
63	Bicycling	<p>Drop the bicycle plan entirely. We are tired of giving up streets to bicycles. The plan is a waste of time and money. Turning Northern city like Minneapolis into a bicycle city is just stupid. You don't like cars and your campaign against cars is driving all to the suburbs to shop and obtain services along with dining out. Get real. !!!!!</p>

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64	Bicycling	<p>Love seeing 34th Ave S become a low stress bikeway in Seward/Longfellow. It's important to build off the existing Midtown Greenway "off ramp" that leads right out to 34th Ave S.</p> <p>I would like to see clear suggestions on how we're going to do traffic calming along this street. Would love to see traffic calming circles at every intersection and additional planted boulevards added along parts of 34th Ave that don't have them.</p>
65	Bicycling	<p>I am happy to hear of a plan that puts a greater emphasis on the safety and convenience of pedestrians and cyclists on the streets of Minneapolis. I fully support measures to implement systems of automated traffic enforcement as a means to increase the safety of our streets and decrease the amount of dangerous drivers. I hope city planners choose to include a system to clear snow from the sidewalks similar to the system used to clear roads. I often find many of the sidewalks in my neighborhood dangerous due to the lack of shoveling by some of the residents and worry how this impacts residents with mobility issues.</p>
66	Bicycling	<p>I have been so impressed by the increase in bike lanes here in the last few years. Thank you! My first thought is that some bike lanes are in dangerous condition, e.g. 1st Avenue; potholes that could swallow a front bike tire.</p> <p>I would also like to see bikes being kept off of the Nicollet Mall,, as they get in the way of my bus. If there is a way to put lanes on Marquette, that would be helpful.</p> <p>I applaud what you are doing and am excited to see more people using their cars less and less because it's too cumbersome to do so. Focusing our transportation system on people - not cars - is a dream come true for me, an environmentalist.</p> <p>Thank you very much for the opportunity to comment!</p>
67	Bicycling	<p>The bike path along 58th / Sunrise/ over to Penn Ave in Kenny Armitage is not the way I would choose. The path is quiet but goes down and then up a hill. If I was biking it, I would take 58th, Sunrise, then continue west on 60th until turning onto Oliver Ave and then connecting to Penn Ave by the alley between Oliver and Penn. Much less up and down hill. And you've already ridden with the traffic on 58th/Sunrise for a while so what's a few more blocks. Esp. Since the intersection at Sunrise and 60th is an awkward 4 way.</p>
68	Bicycling	<p>Jeff Carlson here, Safe Routes lead at Whittier School. I am happy to see that the low-stress bike route on Blaisdell is extended northward to 26th Street. That in and of itself is a great improvement. Extending it all the way to Franklin would be even more impactful. Wondering if you have considered that.</p>

<p>69</p>	<p>Bicycling</p>	<p>You need to be more practical in what you want to accomplish with the bike network. Getting in and out of Minneapolis during rush hour is a disaster already - bike lanes (converted from auto lanes??) with one or two riders every few minutes; cars backed up for miles with available (bike) lanes open and this is when the weather is nice!! I have seen the goals of having the most miles of bike paths in the country in Mpls. Really? Is that an important and feasible/realistic goal? Just because bikers show up at meetings and sign petitions and demand more bike lanes doesn't mean this is what the general population wants...how do you mobilize "drivers" to get involved in this process???</p> <p>There aren't any groups that I know of that get drivers to sign petitions etc. re: better access.</p> <p>Do you really think that many people are going to bike to work in Mpls. on a regular basis?</p> <p>Who wants to bike when the weather is bad?! So take out about 5 months or so for winter (less some days for above normal temps). Take out days when it rains (a common occurrence.) Remove the days when it is hot (another common occurrence...). Plus you need a place to store your bike...out of the elements and secure. You probably need to have a change of clothes and maybe access to a shower/changing facility. What about riding when it is dark out (all winter, in the morning and evening rush hour). How about icy roads?? Hmm...does this really sound like a popular way to commute to work on a regular basis? And if it is only the exception to how you get to work, what is the point in having all the bike lanes into the metro area and they are barely used during the week?</p> <p>Put the time and money into improving mass transit; make it safer (security people on buses and trains) and more convenient; have the bus/train stops safer and more comfortable (heat lamps in winter??). As we get used to light rail, more and more people will use this on a regular basis.</p> <p>Go into the skyways and see the average office worker. Compare that to the students over at the U of M. Can you see why biking and walking is more common at the U? I would encourage you to take surveys of the average citizen downtown and see how many bike/walk/drive or take mass transit. Don't just take it from the groups that represent bikers, get an independent study done and see what percentage of commuters actually ride a bike downtown, and how often they do it. Is it even 5%?? So, we are going to cater to this very small minority??</p>
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		<p>You should make sure that all of the new people who are buying condos and renting apartments in Mpls. can get what they want, and where they want to go as easily as possible..more skyways might be needed? Walkability for these residents would be great.</p> <p>I would like to see more common sense brought into this thought process. This feels like we still think it was a good idea to build a Kmart across Nicollet Avenue. Look at how well that has worked.</p> <p>Your attempt at social engineering may get people so frustrated that they don't want to work downtown and fight the traffic and hassle with parking; they will take jobs in the suburbs - maybe companies will realize that good and talented employees don't want to be downtown any more, and office vacancies will increase and rents will drop...and good tenants will leave and so on...</p> <p>Of course this won't happen, because you have it all figured out. Just like your predecessors who got rid of street cars...</p>
70	Bicycling	Use some common sense. We have 6 months of lousy weather and empty bike lanes on roads. Even in nice weather we rarely see bikers on 26th and 28th streets. Eliminate those bike lanes and have people use the 29th St Corridor
71	Bicycling	I like the bike map and am a strong proponent of biking - I use a mixture of paths but mostly roads on my cycling commute to work. I would encourage bike lane and road maintenance as a key component of mapping out which routes are "safe" to ride. Bike maps lose their utility when the road or path conditions are poor - people can find better or safer routes just by knowing what streets are better maintained.
72	Bicycling	I am grateful that the proposed TAP identifies the BNSF bridge as part of the All Ages and Abilities Network. However, given that this connection has been part of city riverfront planning for 20 years, and that it has long been part of the city bicycle plan, this is not enough. The city needs to develop an action plan that outlines concrete steps and alternatives for making this crossing happen. The north half of the city deserves the same non-motorized crossing that the central riverfront has in two locations.
73	Bicycling	28th Street duplicates the Greenway and the reduction of the auto lanes to one single lane in spots contributes greatly to congestion in the area. This is unnecessary. 2-way bike lane on 28th creates a terrible bike lane in the gutter for those who are attempting to go east. And how do emergency vehicles get through?
74	Bicycling	The network map shows thick blue lines for "Near-term Low Stress Bikeway" but the Bicycling 1.1 plan includes three different types of these (Protected bike lanes, Trails, Neighborhood greenways). How can we tell which of the three you are proposing where?

75	Bicycling	<p>Is there a reason we are putting bike lanes on streets that are important corridors for motorized vehicles? As a cyclist, it makes more sense to me -- for safety and comfort -- to dedicate streets parallel to major thoroughfares to bicycling. Quieter streets could potentially be car-less except for the residents, their visitors, delivery vehicles, etc. That would be a huge and meaningful change in the quality of our city life and would not require much extra travel time for cyclists.</p> <p>Also, I strongly support strategy/action #11 -- measuring the effects of decisions. In addition to how many cyclists are using dedicated lanes and their comfort level, please measure the impacts to other street users and to air quality. Do emissions go up or down with the introduction of a bike lane? Are pedestrians safer or more at risk? Are there more or fewer crashes? Are emergency response time impacted? How is travel time and access to employment and education affected?</p> <p>Finally, it's a terrible shame that we're spending \$2 billion from a regressive county sales tax to support light rail for primarily suburban "choice riders." For the last year, and for the next several, cyclists have been unable to use one of the best urban bicycle highways in the country -- the Kenilworth Trail. I hope the City of Minneapolis will stand up to the Met Council to ensure that the land is replanted with a healthy tree canopy, that the noise level is minimized, and that the cycling experience returns to being comfortable and positive.</p> <p>Thank you for considering my comments.</p>
76	Bicycling	<p>Electric scooters need to be eliminated from this plan. I have had several friends who have been injured by scooter riders on sidewalks or walking paths, going the wrong way on one-way paths or roads. I have had friends with disabilities not able to get past scooters left on the sidewalk. If the City of Minneapolis really likes spending money on defending themselves from lawsuits, then go for it. Put scooters everywhere.</p>
77	Bicycling	<p>Minnehaha Ave is more heavily used than Hiawatha yet is designated differently. On the map, I would like to see some painted areas at the intersections, so cars don't cross in front of me to make right turns and we have more room at the intersections when stopped or there gets to be a line of bikes waiting. I think Portland has painted areas at intersections for bikes to wait in. Also, I appreciate you are addressing electric bikes as part of the system as an older adult who needs to have some assistance. I think the speed signs on paths on the river road though are not realistic. Some non-electric use the roads too as they are going faster than 10mph and that is dangerous to be on the road. I think 15 is more realistic if the paths are separated from walking paths. There could be signage suggesting bikers use passing on left or bells.</p>

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78	Bicycling	Can the Northside Greenway and Southside Greenway be clearly labeled on the map?
79	Bicycling	20th Avenue between Franklin and Riverside. Get rid of the newish 2-lane bike path. It is dangerous. The old bike lanes worked well for the nearly 30 years that I used them. Now, going southbound makes us go against traffic (and making a right on red from Riverside to 20th is illegal, forcing a stop before an uphill grade). Going northbound and trying to make a left turn on 6th Street or 7th Street, especially with snow, is hazardous, having to navigate the posts, southbound bikes, and traffic squeezed into a constricted driving lanes. 6th Street is how people get to the towers and the light rail bike trails. Thank you.
80	Bicycling	Please consider making Hennepin Avenue East part of the near-term low stress to the eastern city limit (at least east of Industrial Blvd). It's 1.5 miles to the next east/west crossing of TH 280/35W to the north (Terminal Road) - this is a pretty important crossing for folks trying to get to Broadway Ave. jobs or Quarry shopping. Completing the crossing over 280 will require coordination with Ramsey County, but getting it included for the near term will help start that coordination.
81	Bicycling	Stinson Parkway (St. Anthony Blvd to 18th Ave NE) has 16' drive lanes with 8' parking insets and has significant bicycle use. It is signed no trucks, but trucks are common and 40% of the traffic is moving faster than the posted 25 mph. The quickest way to slow speeds and make it a safer street for everyone is to reduce the 16' drive lane with a striped 5' bike lane or shoulder.
82	Bicycling	22nd Ave NE (Arthur to New Brighton Blvd). This section gets used by bicyclists going to and from east of Stinson and Stinson Parkway. A popular Hwy 88 crossing to the Diagonal Trail from the neighborhood is 19th Ave NE to avoid the lengthy signal change at 88 & Stinson and the lack of bicycle facilities on Stinson Parkway.
83	Bicycling	18th Ave NE trail crossing Hwy 88 to the Diagonal Trail needs improved zebra markings which should include green conflict zone. Its a complicated intersection with vehicles doing turns that are difficult to predict. The signal timing should be reviewed to see if pedestrian crossing signal can be prioritized in the cycle.
84	Bicycling	Diagonal Trail (35W to Hennepin) is eroded and heaved. It should be on a list to review for repair and a new overlay.
85	Bicycling	NE Broadway (Johnson to Stinson) needs bike facilities and could be done in conjunction with the 2020 County mill & overlay. This is an emerging bike route which current conditions are a safety hazard. 3 lane conversion, 25 mph East of Stinson. 3 lane conversion. Arthur which was resurface in 2019 has a curb cut onto the Diagonal Trail west spur and would be a shortcut for SE bicyclists going to the Quarry using Kennedy to Arthur

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86	Bicycling	Quarry Center Drive to the Diagonal Trail West Spur. The south exit out of the parking lot has enough room to add bike facilities. This would be a direct connection from the Diagonal Trail west spur to the Quarry and north to Arthur St which is part of the 22nd Avenue Bike Blvd.
87	Bicycling	I used to live in NE Minneapolis, and I would cross Hennepin from NE Pierce to SE 5th street. That intersection is always dicey. There's a crosswalk with lights there now and I've heard there will be actual lanes but turning left while going west on Hennepin is bad. Cars often go over the speed limit and don't always stop for the crosswalk. To make this intersection feel significantly safer, a traffic light (ideally with a left-turn green arrow) would be a huge improvement.
88	Bicycling	<p>I think Lowry in general could be make much safer. The intersection of Central and Lowry is particularly dicey. For some unbeknownst reason the turn signals on Lowry are absent for much of the day. This intersection is always busy, and a short duration left turn green arrow would be a huge improvement overall, bikers included.</p> <p>Lowry could definitely do away with all parking. It's always a huge pain and sometimes dangerous to drive/bike in the far-right lane only to realize there's a parked car ahead of you. I think this would help traffic flow, especially if there were a bike lane in the far-right sides.</p>
89	Bicycling	I support the inclusion of Stinson Parkway as a future Low Stress Bicycle facility in this plan. I believe that interim strategies similar to what has been applied to the Minnehaha Parkway detour would be a good fit for Stinson Parkway in a more permanent fashion. The buffered bike lane with intersection protection would do a great deal in making people more comfortable biking and would help calm vehicle speeds along the parkway. It is common to see vehicle speeds greater than 35 mph on Stinson Parkway because of the wider lane configuration. These parkways should act more like parks and less like vehicle thoroughfares.
90	Bicycling	Extending the 8th Ave NE bike facilities east of the 5th Ave Bike Blvd using Summer and Spring Streets to cross over 35W to connect to Johnson St. Broadway is likely not to be rebuilt in the foreseeable future and will see the same ROW challenges as Lowry. Similarly, bike facilities on 13th and 8th/Summer a block north and south of Broadway should be considered. The Summer & Spring extension is relatively easy needing only pavement markings and wayfinding. This could connect at Johnson back to Broadway where there is ROW between Johnson and Stinson to provide similar facilities as on Broadway (Stinson to Industrial Blvd.
91	Bicycling	Lyndale Avenue South should be included on the All Ages and Abilities map. There is plenty of right of way for a cycle track and crossing Lyndale is a hazard.
92	Bicycling	Please include 44th St as a low-stress bikeway from Longfellow Ave (Lake Hiawatha) west to Portland Ave or beyond.

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93	Bicycling	Why are there no dashed striping on the Broadway (Stinson to Industrial Blvd) off road bike lane. This is an important visual aide to inform cyclists that this is a bike lane and not a suburban sidewalk as well as a reminder not to position themselves in the middle of the facility. It should match dashed striping that exists on the Diagonal Trail and could use wayfinding on this route to one of the City's largest work centers and which hooks up to the Grand Rounds Missing Link. According to the Project Engineer, dashed pavement markings were not in project scope. This is perhaps an oversight but is a miscue to people fully discovering and utilizing an interconnected network.
94	Bicycling	Stinson Parkway (St. Anthony Parkway to 18th Ave NE). The Minnehaha bicycle trail detour along Minnehaha Parkway (Hwy 55 to 34th St) is a precedent for bike lanes on parkways. Stinson Parkway is a heavily used commuter route with historical counts of speeding. Bike lanes and bollards similar to the Minnehaha detour would be the quickest and most inexpensive way to reduce vehicular speeds, encourage bicycle use and elevate safety for all users.
95	Bicycling	Creating infrastructure that encourages walking, cycling, and transit means taking significant steps toward a healthier environment and a healthier populace. Minneapolis has the opportunity to act as an example to other cities around the country, let's do this.
96	Bicycling	According to the Nokomis-Hiawatha R.P. Master Plan, a two-way low-stress bikeway is planned along the east side of Cedar Avenue over Lake Nokomis (between the two intersections with Nokomis Parkway). This is a critical future link not reflected on the map.
97	Bicycling	Designate the eastern side of Cedar Avenue for a future low-stress bikeway (M.U.P. replacing or next to the eastern sidewalk) between West Nokomis Parkway and Minnehaha Parkway. Coupled with the planned Hiawatha perimeter trail on Longfellow Ave north of Minnehaha Parkway, this creates a critical north-south bikeway link of regional significance allowing bicycling from 43rd Street to Richfield with only a few signalized crossings. It sounds like Hennepin County is open to this as well, considering the sidewalk on this stretch is crumbling and an ADA compliance issue they seek to fix in the near future. Converting this eastern sidewalk to a wider M.U.P. would solve for the missing link in this future 2.5-mile corridor from the southern city limits to north of Lake Hiawatha (near the Hiawatha LRT trail) with limited grade crossings and traffic interaction.
98	Bicycling	we need a bike lane on Lyndale going south- Many people in Whittier do not cross the bike bridge to Bryant since it is in the opposite direction of where they live. there is no safe way to get to Franklin once the bike path ends at the bike bridge. Franklin Ave needs a dedicated bike lane. Many people use that artery to get where they are going and at present it is very dangerous for bicyclists.
99	Bicycling	Why does the map show Portland and Park Avenues (north of Minnehaha Parkway into downtown) as future bikeways while currently they have very safe and viable protected bike lanes?

100	Bicycling	<p>Generally, I am in favor of standard bike lanes, and protected and buffered bike lanes on the city streets, plus two-way bike trails along RR and river corridors, but not two-way bike lanes along streets. I think these are dangerous with frequent driveway, alley and awkward intersection crossings. Plus, you have bicyclists going against traffic even if there is some separation. An example of this is a 2-block 2-way bike trail along 10th Ave. South between 5th St. SE and University Ave. where bikes have to cross over the street from existing bike lanes that go with traffic. I appreciate Minneapolis' dedication to improving bike infrastructure but don't design all bike routes for inexperienced occasional bike riders while making it more dangerous for regular experienced cyclists by forcing them on sub-standard bikeways.</p>
101	Bicycling	<p>You can separate cyclist into 2 groups.... that faster folks who like to ride on street, and the recreational riders who enjoy a slower pace along the parkway. Bike lanes along roads are some of the safest and most important connectors for linking city segments. Also, separate walkers with cyclist as often as possible. A walker doesn't want a bicyclist going 20mph to pass just a few feet from them.</p> <p>Find as many defunct and old railroad corridors as possible and make those into path systems.</p> <p>The Loop in Tucson is great example of making a trail system work well. Wide. Safe. Well-marked. Artwork. Shelters. Maintained. Right now, there are hundreds of cracks on the cedar lake trail that Mpls hasn't maintained in 7 years. Pathetic.</p>
102	Bicycling	<p>The bike lane on Como Ave SE has a gap between 18th Ave SE and 15th Ave SE. During rush hours it's dangerous for the bikers to cut through the traffic in order to turn left on 15th Ave. Bikers have to squeeze between passing cars on the left. and risk getting hit by opened doors from the parked cars on the right. When the sign says, "bike may use full lane", it doesn't do anything. If it's not designated, it's not effective, especially when there are one biker and 15 cars. I would see bikers ride on sidewalks just to get around traffic.</p>
103	Bicycling	<p>Forgot to add this in my last comment; I'd love to see NE Lowry Ave completely converted to two lanes with turn lanes and shoulders/bike lanes from the river to Central Ave, similar to how it is east of Central Ave. Bicycling west on Lowry is dangerous. The road squeezes down to one lane under the train tracks just west of NE Washington Street, and both Lowry/University and Lowry/Marshall intersections are also crazy busy, with skinny streets that don't leave much room for bicyclists.</p>
104	Bicycling	<p>The BNSF rail line traveling between Marshall to and past 27th Avenue NE has been shown on some master plans as a possible trail. This would connect to the East Bank Trail, the 18th Avenue Trail, the 22nd Bike Blvd, Lowry and the 27th Avenue Bike Blvd. It should be identified on the AAA network.</p>

105	Bicycling	Completion of the Grand Rounds should be considered a top-level priority.
106	Bicycling	<p>Overall, I think the bike network is great. Two areas stick out to me, because I have to cross them in my bike commute:</p> <p>-Hennepin Ave E and NE Pierce St is downright dangerous to cross in rush-hour, even with the added signal light. With four lanes of traffic, you can never know if everyone is actually going to stop. Plus, now with the Miller Textile building parking lot always being jammed packed, it's basically a four-way intersection. I would love to see an actual stop light put in here.</p> <p>- Crossing NE Lowry Ave at Johnson St NE is also dangerous, with a lot of traffic. I'd like to see left turn signals for every side of this intersection, as cars tend to blow through red lights here trying to turn without sitting through another light. Lowry and Central has definitely gotten better with the turn signals added, in my opinion.</p>
107	Bicycling	<p>Monroe (Broadway to Lowry) was resurfaced in 2019. This is on the AAA network as well as identified by Vision Zero for improvements. My understanding is the neighborhood did not want to implement bike facilities due to fear of parking loss. It has been discussed with both the Monroe project mgr. and the bed/bike coordinator whether it would be possible to install advisory bike lanes (dashed stripes) in lieu of parking removal. The project mgr. said they would take it under consideration for 2020 striping. Simply replacing the old center stripe is a missed opportunity. The project mgr. said that no zebra crossings would be added to the Monroe & 13th intersection based upon community input. This is the Logan Park intersection as well as 2 churches. Stop signs are hidden by parked cars. 18th to 19th is the detour route for the Great Northern Greenway and needs better wayfinding. Dated signing exists on 18th 1/2. Monroe is also a direct route to Edison HS.</p>
108	Bicycling	<p>27th Ave (Central to Washington) and 22nd Ave (Johnson to Marshall) are bike routes identified in the Lowry Corridor Plan as alternatives for the Lowry Grove Reconstruction. Lowry (Washington to Johnson) reconstruction is scheduled for 2023. If 22nd and 27th become the alternative route, they need improvement to happen in conjunction with the Lowry Reconstruction. This includes pavement condition, markings, a Lowry RR underpass with improved lighting and lane width. A flasher crossing University at 22nd.</p>
109	Bicycling	<p>13th Avenue NE (Monroe to Sibley) is an important bicycle route being a nearby alternative to no bike facilities on Broadway. Bike facilities need to be considered for any repaving or reconstruction.</p>
110	Bicycling	<p>Nicollet Mall should be for bikers, rollers, and walkers only. All buses should be on Hennepin and no cars should be allowed on either.</p>

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111	Bicycling	NE Broadway (Johnson to Stinson). needs to become a 4-3 lane conversion with bike facilities. It's a county road and a fairly easy modification which the City and County are reviewing. This creates a 4-3 lane corridor from Industrial Blvd to University. It would connect existing bike facilities for the Diagonal Trail east and west spurs, Johnson St and Broadway (Stinson to Industrial).
112	Bicycling	Please prioritize a low stress bikeway along Franklin Avenue between Hennepin Avenue and the Mississippi River. There is no good alternative street to take, unless you want to go well out of your way to use the Midtown Greenway. My apartment, grocery store, library, church, and workplace are all on Franklin, and I have to risk my life walking and biking along it many times each week.
113	Bicycling	2nd St NE (Broadway to Lowry) Reconstruction scheduled for 2025 needs to be reviewed for bike facilities. Nearest north south routes are Marshall and 5th. St. This would provide a route just west of University matching 5th St. facilities east of University.
114	Bicycling	I support implementing the entire low stress bicycle network as soon as possible! I live in the North Loop and look forward to having safe ways to ride to the Wedge Co-op or East Side Co-op. I also like the additional river crossing over Nicollet Island.
115	Bicycling	Current bikeway on SE 6th St extends to SE 25th ave and does not end at SE 23rd Ave as shown. Also, the side path along the U of MN transitway terminates at SE 25th ave and most cyclists on the transitway turn north on SE 25th Ave to get to the SE 6th St bike path. This section of 25th ave is a noticeable gap in the low stress bikeway network.
116	Bicycling	Numerous NE Railroad Underpasses are safety issues due to poor lighting and pavement conditions. This is especially true on the Lowry underpass (5th to 7th), the 19th Ave NE underpass (Jefferson to Monroe) and the Spring St NE underpass (Van Buren to Harrison). Ice buildup in winter, potholes and abysmal lighting. Hopefully Lowry can be addressed during its 2023 reconstruction. Spring St is on an identified bike facility and 19th is the Great Northern Greenway detour. If we want to encourage walking and biking, these conditions need to be addressed with the railroad and improved.
117	Bicycling	A 2019 regional submittal for NE Marshall St (10th to 27th Ave) was not awarded. The proposed off-road trail is an important connection to pursue in conjunction with the Lowry Reconstruction (Washington to Marshall) which is being submitted in 2020.
118	Bicycling	Please consider a low-stress bikeway connector between the Loring Greenway and the Loring Park trails. Willow Street is frequently scary to bike on - with no driveways to watch out for, cars drive very fast between Grant and Yale. Alternately, consider closing this section of Willow St to cars entirely.

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119	Bicycling	Bicycle boulevards - like 17th Ave - should be plowed as well as snow emergency routes. Today, they are unusable for biking for much of the winter.
120	Bicycling	My request is for true protected bike lanes, separated from car traffic with curbs or sturdy planters or another divider that can actually stop a car. The use of those flimsy plastic stick bollards is so disheartening. They don't do anything to prevent a speeding or careless driver from driving into the bike lane, and they are often spaced so far apart that a driver can park or stop their car in the bike lane, forcing cyclists into car traffic. It is clear from how often I see them bent over or knocked down, that they don't work. I'm sure you've heard this complaint many times from cyclists and advocates, but I ask you to please trust our lived experience in regard to how ineffective this type of divider is. Please use them as minimally as possible when carrying out these plans for a network of all ages all abilities bike lanes. (Aesthetically, my favorite dividers are planters that can be filled with beautiful greenery and flowers. They have the benefit of being able to be installed very quickly and moved around if you want to test out different configurations for the protected bike lanes.)
121	Bicycling	I hope these bikeway improvements come with speed reductions and physical bikeway barriers. Many bike lanes are unsafe and unusable due to their proximity to parked cars and locations on high speed roads. Bike lanes should have bollards at minimum, ideally each bikeway should be curb protected. Street parking is a hazard to cyclists because drivers do not look before opening their doors into bike lanes. Parking should be removed where bike lanes are installed. Overall, I am a big supporter of the proposed cycle network and hope it is implemented in its entirety with proper traffic control devices to protect the safety of cyclists.
122	Bicycling	One of the most needed connections is between Father Hennepin Bluffs park by Stone Arch Bridge, and where E River Parkway starts. Preferably along 6th Ave. SE traveling under the 35W, and 10th Ave. bridges.
123	Bicycling	YES, to improved bike lanes/infrastructure on 38th St. This is needed to access local businesses. Also, it's a nice flat route that is a more desirable biking experience - especially when hauling a heavy load of kids - than nearby 40th St which is peaceful but very hilly.
124	Bicycling	clearing bike lanes within 24 hours is meaningless if the adjacent parking is also not either cleared or restricted. During winter snow piles at the curb cause cars to illegally block the bike lane. Actual enforcement of no parking in bike lanes is required to make lanes usable year-round.
125	Bicycling	This is fantastic. No negatives and all positive. You have my vote!
126	Bicycling	I support these actions 100%. Emphasis on low-stress routes is paramount for encouraging new ridership and accessibility for all.
127	Bicycling	Please maintain bikeways in the winter.

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128	Bicycling	<p>Traffic enforcement will be necessary for this plan to be successful. Currently the biggest hindrance to using the existing infrastructure safely are vehicles. This ranges from cars using the bike lane as an express lane, vehicles running red lights and stop signs, or vehicles not stopping for pedestrians.</p>
129	Bicycling	<p>I would like "protected" lanes to be protected by more than just plastic sticks. Having a physical barrier between drivers and cyclists is the only way to create a truly low-stress route. Even something as basic as a curb would be helpful, but nice-looking planters are preferred, of course.</p> <p>The city should prioritize connecting North and NE via the Great Northern Greenway. If the railroad bridge between Broadway and Lowry were bikeable that would really improve access on both sides of the river.</p>
130	Bicycling	<p>This would be amazing. It's extremely important for everyone to consider that in the winter, anything not on the priority network (which now is the paint-only bike lanes) becomes unusable in the winter months. That drops an otherwise great network to below average, but growing this network would help with that.</p> <p>Also, a thought process that allows an 8 year old to bike on the same road a 28 year old or a 78 year old could use, while all staying safe, is a wonderful thing indeed.</p>
131	Bicycling	<p>This is a great idea.</p> <p>It's important to note, too, that as we consider possible 2-way protected bicycle facilities that we eliminate any sort of mixing zone and add solid physical barriers to prevent accidental wrong-way vehicle traffic in the bikeway. This was seen as a major hazard during a temporary two-way conversion on 28th Street's bikeway during a bridge reconstruction closure of the Midtown Greenway in late 2019.</p>
132	Bicycling	<p>Winter maintenance is extremely important if we're hoping folks will keep riding during the winter. The high priority network is already head and shoulders above standard bike lanes, but the network is very limited in scope... expanding the protected network while simultaneously eliminating the major barrier to riding in the winter -- snow and ice buildup -- would great. As someone who rides all winter, I tell people asking about it that you have to separate winter into two hazards: 1) the cold, and 2) the snow, and associated risk of death on roads without protection. Cold is obviously much more manageable, and any efforts the city puts forth to fix the threat of death by vehicle during the winter will be appreciated.</p>
133	Bicycling	<p>I would love to see this. I would use it to go to restaurants along the corridor!</p>

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134	Bicycling	Keeping the all ages and abilities network intact during construction, especially given the housing boom in Minneapolis (and several bike lane closures per year along Park and Portland Avenues, and other locations downtown) is important. While a closure might be a minor nuisance for an experienced cyclist, a family would never attempt it, nor would a someone new to cycling. If we're hoping for folks to live car-free, they need to be confident that they can get wherever they need to go at any time without fear for their safety.
135	Bicycling	As someone who lives off of 43rd street, which could allow a direct connection to the bike trail on Lake Harriet, instead I have to either ride nearly 2 miles out of my way to use the route for transit vs. leisure, or ride on a fairly busy parkway. This section would be a fantastic way to re-envision the park trail network as a beautiful way to commute or use non-motorized transit, rather than as just a leisure/recreational route.
136	Bicycling	Strongly support this idea. The need to go the "long way around" definitely makes it harder to use these lake trails as part of a commute in summer. (In winter, traffic is so low that I admit to cheating.) Consider whether lighting these trails (and bikeways in general) would also enhance evening commuting.
137	Bicycling	Please reconsider the support for two-way trail operation around city lakes or at least provide rationale from MPRB planning. A one-way route has many advantages for recreational users, and as a park trail, recreation should have precedence over transportation uses.
138	Bicycling	I am in favor of the supported actions; however, the "Difficulty" terminology is confusing. If the plan calls for "Support" of an action, does difficult refer to how difficult it will be to show support or how difficult it will be to get the action completed. Getting a bicycle bridge built over the Mississippi is shown as "Low" difficultly. Considering how many years bike groups have worked towards this goal, I am surprised to see this as Low. Please clarify what these terms mean.
139	Bicycling	I have recently added an e-cargo bike for our family transportation needs, and our children are nearing an age of independent walking and biking to school. I support the systematic approach to transportation in the city, specifically biking, walking, and transit, and look forward to seeing these improvements come to our communities.
140	Bicycling	I ride my bike every day to and from work. I love these initiatives and support them 100%. My only complaint is these changes are not happening fast enough!
141	Bicycling	Bollards do not work. Remove that system immediately. Best example is Central Ave Bridge. Curb barriers or planters are much better solution.
142	Bicycling	Enforce rideshare scooter zone parking or sidewalk parking. Those damn things are scattered all over the place and look like a scooter yard sale. Incredible eyesore and hindrance for walkers & bikers.

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143	Bicycling	Enforcement of Bicycle laws and bike riding etiquette is a must. I live downtown Minneapolis and have almost hit many bicyclists as they come up on me from behind while I was taking a left turn, or they crossed in front of me taking a left turn from the right side of the street. Or just not following traffic light or stop signs. Either act like a car and follow car rules or act like a bicyclist and follow bike rules. I've never seen any bicyclist pulled over, which is shocking with how some riders break so many traffic laws.
144	Bicycling	The park board and city have done good jobs with trails and on/off street bikeways, but they don't often connect. One place to start is connecting the 18th Ave Bike Trail in NE to the trail along the river. It should also go over the railroad bridge and connect to the trails on the other side of the river too!
145	Bicycling	maintenance of the bikeways all year round is super important to the year-round usage of the system. biking on a 1' wide snow-covered shoulder in the winter just is not safe. I think this is an important part of the overall bike plan. good job
146	Bicycling	I support biking and do use our network, outside of winter. That said, I think we have too many bike lanes overall. There are countless bike boulevards that aren't used and there is no enforcement of bikers riding on non-bike boulevard streets. For instance, Bryant Ave S. through the Wedge is a bike boulevard, but riders still insist on riding down busy Hennepin Ave (which at the time I lived there was not a bike boulevard). Riders should be fined for riding in traffic on major roads that are not bike boulevards. I now live in NE Mpls and the new bike lanes between Central Ave and 35W on University Ave are rarely used. We can hope and dream people will increase their riding, but we can't change our climate which makes biking less than ideal from Oct-Mar.
147	Bicycling	I prefer protected bike lanes where feasible. Bollards are ugly and are often taken down by vehicles which creates a hazard for all.
148	Bicycling	Education needs to be improved for both biking and scooter use. Riders of both often ride on sidewalks which endangers pedestrians. Perhaps more signs could deter this practice. I also think scooter parking is out of control. So many riders feel free to park scooters anywhere and I often move them out of my way, even though an alarm can be triggered. I'm not sure if scooters have ID on them, but perhaps a walker could scan a QR code to 311 for illegally parked scooters so they could be moved - or the last rider charged a fine to deter future illegal parking.
149	Bicycling	I would like the city to keep in mind winter bike parking. Even though winter bikers are smaller in number than summer ones, winter bikers still need places to park our bikes, and the racks are often buried in snow drifts or removed entirely.
150	Bicycling	Please prioritize people riding bicycles and walking. People driving can wait 10 seconds to move through the intersection to avoid hitting people walking and bicycling.

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151	Bicycling	<p>I applaud the idea behind this program: building slow-traffic mixed-mode greenways on sleepy residential streets that are alternatives to higher-traffic, higher-speed bikeways.</p> <p>That said, I don't have confidence that people promoting these plans have spent much time riding on current "bike boulevards," let alone with people of "All ages and Abilities." Many of the boulevards still have car parking on both sides of the street, making intersections basically impossible to see until one gets to them. Consequently, in the winter, many boulevards have cars that don't move, and so aren't plowed, creating dangerous ice ruts on the boulevard (not to mention ice ruts that make e.g., bike trailers and kid-haulers uncomfortably bumpy).</p> <p>If you aren't removing cars from the streets (and especially given HOW MANY alleyways we have in this city, I don't understand why we don't), then bike boulevards don't seem to be much more special than low-traffic roads that aren't bike boulevards.</p>
152	Bicycling	<p>I think this action needs much more development before it can be implemented. The Chouteau Greenway Vision in Saint Louis is a great precedent that Minneapolis should follow. This greenway plan had a comprehensive plan for a greenway network, that weaved through neighborhoods, connecting key parks and institutions. We already have a great greenway system in the Grand Rounds, which started with an inspiring vision. Now we need an equally inspiring vision that Minneapolis can continue to build on over the years.</p>
153	Bicycling	<p>Parking restrictions should be included in considerations about keeping the AAA network safe during wintertime.</p> <p>I have had several incidents while biking on the Bryant Ave boulevard north and south of Franklin Avenue where cars have essentially played a game of "chicken" with me in the limited space for us to share in the street.</p> <p>It's hard to bike safely when there's limited space to maneuver, and pulling into the traffic lane means falling off my bike due to the ice accumulation b/c of cars not properly moving during snow emergencies.</p>
154	Bicycling	<p>As you continue to build bike lanes and paths, please consider the value of having predictable lanes throughout the city. It is difficult to navigate a route that has 5 different styles of bike lanes over its course, and de-incentivizes riders from using the lanes as intended.</p> <p>I love the clarity provided by bike-specific traffic lights. It helps everybody on the road, sidewalk and bike paths know what to expect from each other when each party has clear signals to follow.</p>
155	Bicycling	<p>This is brilliant.</p>

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156	Bicycling	It is extremely encouraging to see Minneapolis committing to a network of protected bikeways and trails. However, I would hope that the final plan will offer stronger language about the type of protection that is required. In particular, the plan should rule out bike lanes "protected" by bollards alone. The minimum protected bikeway standard should be a concrete curb, like what is found on Plymouth and on 11th. Only at that standard can the All Ages and Abilities network hope to attract the vast group of 'interested but concerned' prospective riders.
157	Bicycling	The City should work to provide secure bicycle storage on the street in residential neighbors (e.g. bike hangar in curbside space year round). I live in an old apartment with very little dedicated bike space.
158	Bicycling	I take this to mean physically separated bike lanes, which is great. A related issue, though, is bike lanes (and pedestrian facilities) that are removed for months/years due to construction projects on private property. It would be unfortunate if the development envisioned in the Minneapolis 2040 plan result in more barriers to walking and bicycling while that vision is being realized.
159	Bicycling	I would like to see bicycle lockers expanded across the city, not just at transit stations. Perhaps bicycle lockers could even be installed at the curb on streets. In many older apartment buildings, there is no dedicated bicycle storage space. Cargo and e-bikes are becoming more important, and these are too big and heavy to carry upstairs into apartments without elevators. Thus, having lockers on streets could help address this. Maybe lockers at all city and park buildings.
160	Bicycling	Secure bike parking at transit stations is good, but we really need this as an option in residential neighborhoods. Most older homes I have lived in have no good place to store expensive bikes, creating a major friction point or eliminating the option all together for a group of people (young renters) who would otherwise be very inclined to bike instead of driving. Bike storage could easily be placed where cars currently park and would store many more bikes than cars in the same space, effectively taking up extremely little car parking area and massively expanding bike parking.
161	Bicycling	I frequently bike the lake trails and support this specific conversion. One-way bike traffic on the lake trails forces many bikers onto the roads if they wish to travel against the trail direction. While the roads are wide and traffic is slow, the condition of roads are poor (in particular around Harriet), and still puts the biker in harm's way, especially on high car-volume days in summer. If the one-way trails are converted to two, emphasis on bike lanes markings and signage should be made, and best attempt to separate pedestrian trails from bike trails.
162	Bicycling	city buyback of nice ride, making it part of property taxes!

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163	Bicycling	I worry that a lot of these actions are marked high difficulty. I hope this is in a data-driven way rather than a bias that bicycle stuff is just hard.
164	Bicycling	This is one of the greatest actions in the entire plan. Sidewalks aren't one-way, why are slow bicycle lanes and multi-use paths! There's plenty of space!
165	Bicycling	Yes. This. x1000. Please provide bicycle lockers at the airport so I can lock up my bicycle safely. I would do this every. single. time. rather than take Uber/Lyft.
166	Bicycling	Please do this. The plastic bollards do not provide the safety needed to get new people to bicycle. The bollards only improve the experience for current riders. Please require bicycle improvements as part of any new construction project/street repaving as is required in Cambridge/Boston/Somerville
167	Bicycling	I love to see this! I love riding my bicycle through the winter. I hate the increased danger of dealing with blocked bikeways and mixed traffic.
168	Bicycling	I appreciate this action. This thoughtfulness and intentionality is why I'm choosing to live in Minneapolis. It's apparent in the work you all do. Thank you.
169	Bicycling	Please make sure these are culturally diverse while acknowledging issues of the past that raise social dialogue (e.g. a memorial to the diverse neighborhoods crushed by urban renewal)
170	Bicycling	The best way to build empathy is to live the experience. As part of the driving test one should have to ride a bicycle and walk on a street, they drive on so they can build empathy for others.
171	Bicycling	I'm confused by this whole section. Are you saying that e.g. Bryant Ave is equivalent to the midtown greenway? Is this an overhaul and rebranding of bike boulevards? I guess? Wow that's going to be awesome and I look forward to it! No cars on Bryant!!!
172	Bicycling	car free Sundays: YES!
173	Bicycling	How are you going to identify those? Definitely do it! But how will we know when to advocate for those and how to advocate for them?
174	Bicycling	The bikeways around the city lakes would be more useful if they were two-way as is already in place for inter-lake bike paths.
175	Bicycling	I strongly support this strategy. There are too many locations in Minneapolis where the demand for bike parking far outstrips the supply available. Make this happen soon!
176	Bicycling	I believe making the plan appealing to non-cyclists and micro riders is imperative to its acceptance.
177	Bicycling	Continue to support free helmet giveaways and rider education on safe biking practices. If bikers are to share the road with cars in unprotected bike lanes, I strongly believe the biker should be wearing a helmet. After all, drivers have to wear seat belts, and both are on the road.

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178	Bicycling	<p>I strongly support the overall goal of a low-stress network (I often bike for transportation, with a toddler, and need more low-stress routes to make this feasible for daily life).</p> <p>However, in your definition of "low stress bikeways" please either a) remove bollards as an option OR b) remove "plastic flexipost" from the definition of bollards. You might as well just use paint -- plastic flexipost do NOT help me feel less stress, particularly on major thoroughfares (i.e. 3rd Ave downtown), or places where bike lane itself is slim already. Cars hit them, and they provide no security for a child on a bike from speeding vehicles. It's a cop-out that you can install a couple of pieces of plastic and claim you've created a low stress route.</p>
179	Bicycling	<p>As part of this work, please remove all actuated signals from all intersections in the All Ages and Abilities Network. Consider also removing actuated signals from intersections citywide that contain a bike lane. Nothing encourages a cyclist to run a red light more, than coming up to a red at an intersection where an actuated signal exists - - I'm not going to get off my bike, drag it over the curb 8 feet, press a button, drag it back, get back on, THEN wait for the green light to turn. If a car does not pull up behind me to initiate the signal, I'm going to bike through. Please show you prioritize bikes by removing actuated signals where bike lanes are present.</p>
180	Bicycling	<p>Please add greater use of high-vis roadway paint to this strategy. Implementation of bright green paint (solid or striped) has a major impact of visibility of bike lane crossings, and inexplicably, is not always used.</p>
181	Bicycling	<p>We love the protected bike lanes on 26th Street and 28th Street through the Whittier and Phillips neighborhood. Our students at Whittier School and Park use these lanes safely and comfortably. The problem is that cars knock over the bollards, rendering them less safe much of the time. It would be great to see a more permanent separation with a raised curb, planters, or something of that nature. Thank you.</p>
182	Bicycling	<p>I believe making the plan appealing to non-cyclists and micro riders is imperative to its acceptance.</p>
183	Bicycling	<p>Education at all levels will support better understanding & acceptance of the goals of the entire transportation plan.</p>
184	Bicycling	<p>The most challenging and dangerous part of biking in the city for me is left turns. I support whichever of the strategies listed here can help make changing lanes to turn left safer. Or whichever can eliminate the need to change lanes.</p>
185	Bicycling	<p>After a snowfall, after both the bike lanes and the rest of the road is plowed, cars frequently push snow and slush back into the bike line, making it unpassable. This happens at intersections a lot, but occasionally even mid-block. It happens on the 3rd Ave/Central Ave bridge a lot.</p>

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186	Bicycling	<p>I want to thank the city of Minneapolis for having the courage to envision a different kind of city, one where people take precedence over traffic. My hope is that the vision set forth in this plan might be carried out to fruition. I believe that in the end, naysayers will join us in celebrating a safer, greener city. Fewer car lanes, a little slower traffic, but many more trees, bike lanes, places to walk and feel inspired. Life is about so much more than increasing its speed. The Covid-19 quarantine has taught us what a quiet, slow city feels like. With prayers for all those affected by this virus, I might add a prayer that we as a culture can slow down, drive much less, walk more, stay closer to home, even after this virus has run its course. Our survival as a planet depends on cities everywhere radically slowing our speed, building places, not just thoroughfares. I look forward to reading more details. But from my first glance, I like the looks of this plan.</p>
187	Bicycling	<p>Please engage with community when creating and installing the public art. Commission artists that live in and represent the neighborhood rather than paying some artist from outside the community.</p>
188	Bicycling	<p>Very excited to see this plan. Thank you!</p> <p>I bike, walk, bus and drive with me 2-year-old son everywhere.</p> <p>In order to meet the ambitious, wonderful goals of this plan, the City of Minneapolis has to interact and push other agencies like Hennepin County that manage key streets. I know I have to cross Franklin Ave. and Lake street with my son often and frequently am fearful doing this. Literally, crossing at the crosswalk with the light at Franklin and Minnehaha/Cedar is still scary and unsafe.</p> <p>Please exercise your full authority to push partners to also plan and execute a plan like this. Otherwise, our patchwork gaps that require dangerous crossing will continue.</p> <p>Thank you again for your hard work and dedication to the people of Minneapolis.</p>
189	Bicycling	<p>I'm not quite sure if this is included in the "All Ages and Abilities Network" but I bike downtown daily all year to commute to and from work and snow and ice often block bike lanes during winter. Bike lanes should not be used for seasonal snow "storage," rendering them useless for a quarter of the year.</p>
190	Bicycling	<p>I love the idea of extending the Midtown Greenway over the Mississippi River. A great partner for this project would be the National Park Service.</p>
191	Bicycling	<p>I would love to see this goal include stop signs, high visibility crosswalks, and bicycle signage at connections between parkway trails and city-owned bikeways.</p>

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192	Bicycling	If the city really wants people to use modes of transportation other than cars, then they have to show that they prioritize those modes all year round by clearing bike infrastructure before roads.
193	Bicycling	<p>I am very supportive of expanding protected bike lanes, greenways, and new trails. This will make it much easier for my family of 3 to get around town safely without a car. I also strongly support converting more less-used side streets to be focused more on non-car mobility options.</p> <p>Bikes don't need to share space with fast moving cars on busy streets if they have safe alternatives.</p>
194	Bicycling	It would be great if the bicycle racks could always have a custom logo for the neighborhood or business district they are located within. Often, neighborhood organizations fund projects like this, but it would be better if this was just a standard with every capital improvement project. That way this is not dependent on the capabilities or funding of individual neighborhood organization. For reference, check out the Towerside bicycle racks.
195	Bicycling	I love the idea of finding ways to have more frequent events on the parkways. The parkways have started to turn into highways, with cars frequently exceeding the speed limits. It would be great if the parkways provide a more safe and pleasant experience for pedestrians and bicycles.
196	Bicycling	Transit action point 5 addresses multimodal transit, but without specific attention to bicycles on or in combination with transit aside from bike racks. Bicycling actions, including 5, do not appear to address this topic. The ability to take a bicycle on a bus, light rail, or heavy rail transit while ensuring cost, practical, and safety barriers are reduced or eliminated serves as an enabling function for increasing bike-centric multimodal trips. In my opinion, Metro Transit has managed this well with most or all buses and all LRT trains now having bike racks, and I am therefore recommending that a considered approach be memorialized in the policy, ideally in both the transit and bicycling sections.
197	Bicycling	All bike trails, protected bikeways, and neighborhood greenways (or bike infrastructure) should be cleared of snow within 24 hours of a snow event. There must be a clear standard for clearing the bike network, and a clear policy assertion that we WILL do meet that standard.
198	Bicycling	I think that it is very important to educate people about biking because some people aren't aware of the rules. Once we all understand the rules, I think that car drivers will be more aware of the bikers and it will become safer for people which will encourage more people to bike.
199	Bicycling	I love the idea of adding art into bike baths and trails! This will encourage people to get out and explore the area.

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200	Bicycling	LOVE IT!
201	Bicycling	<p>I am a relatively new Minneapolis resident (~6 months) and an avid cyclist. While I've been very pleased with the cycling infrastructure and network, I've found signage inconsistent in style/format and placement, and I've had a very difficult time locating a current and accurate map integrating the layers of bikeways and trails operated by various municipal and park authorities throughout the region. The latter is a necessity for effective trip planning, and such a map should provide sufficient scale for a user to understand cycling route connections that may extend beyond City of Minneapolis boundaries. Actions 7.2. and 7.3 reference the installation of signs and the promotion of the AAA network with maps and other materials, but none of these goals fully address standardization of markings/signage and maintenance of current route information and maps (i.e. network and network information standardization). Perhaps these items should be addressed by a discrete but complementary action.</p>
202	Bicycling	<p>When reviewing the intersections and biking suggestions, I don't see anything about bicyclists following the rules. I am a walker, driver & bicyclist, mostly around the city lakes. When driving north on W. BMS Pkwy and taking a right turn on red, invariably there's a bicyclist or two who does not think they have to stop at the red light when crossing Lake. When I think I can take my right on Lake, the bicyclist just zooms through if he sees no cars coming, even though the light is red for them. I am watching for when it is clear to make my turn, but I have the right of way to turn. The biker does not. Many a time, I've had to come to a sudden stop in the middle of my turn because a biker comes through the intersection at the last second.</p> <p>It seems to me that bikers choose to follow their own rules much of the time. Many will do whatever it takes to avoid putting their brakes on.</p> <p>I think it should be made clear that if they are not actually biking in the street, Bicyclists need to follow the rules of the pedestrian at an intersection. And this needs to be enforced, with reminder signs.</p> <p>Of course, drivers need to constantly be on the lookout for pedestrians and bicyclists, no matter what. Pedestrians are usually pretty good. Bicyclists, not so much. When on trails and streets, they are bicyclists. When crossing intersections, they are pedestrians.</p>
203	Bicycling	<p>We need to ensure that paint protected bike way pavement paths are adequately maintained. Paths with faded paint markings and large potholes are more dangerous than simply riding on the road in many cases</p>
204	Bicycling	<p>I like the idea of putting in adaptive lighting that becomes brighter when a pedestrian or bike approaches and dims when no one is there. This would save energy and lessen light pollution.</p>

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205	Bicycling	It may be convenient for bike/skate trails to be two way, but I am wary that this may make the trails more dangerous. Lake Nokomis trails are two way and there seems to be more pedestrians on the bike trail there than on other city lake trails. The same is true for the two-way trails along Minnehaha and River Road. I worry that being two way is a reason for more pedestrians on these bike trails and this would be even worse on the more crowded trails of Bde Maka Ska and Harriet.
206	Bicycling	I'm concerned that extra lighting will negatively affect night active animals, birds and insects. There is already too much light pollution for these vulnerable populations. Light pollution is also negatively affecting human circadian rhythms. If lighting absolutely needs to be installed in some areas, please do it so that the light is focused downward, not reflecting upward, and in as small an area as is necessary. Thanks.
207	Bicycling	Great idea to give alerts to vehicles exiting parking ramps that pedestrians or bikes are approaching rather than the other way around. Maybe some traffic signals at ramp exits and other intersections could be automated to prioritize pedestrians and bikes, especially at parks.
208	Bicycling	I like the ideas of both adding greening of trails and streets while providing stormwater filters and adding public art for community enjoyment. This would make our already wonderful trail system truly awesome in attractiveness while improving the environment.
209	Bicycling	There are a lot of areas where bike infrastructure has gaps or ends suddenly in ways that are disconcerting and dangerous. Where the River Rd trail meets the Oak St protected bikeway, the curb cuts dump you into the center of an uncontrolled intersection, which is quite terrifying, as an example. A true all-ages network needs to take those transitions into account.
210	Bicycling	Bicycling Strategy 6 as a whole is a key strategy to the success of biking in Minneapolis. Snow and ice clearance are crucial, but often cars and delivery vehicles obstruct bike lanes, making action 6.4 key. It serves two purposes: first, it increases safety in general for users of the bike/micromobility lanes, and second, it makes it much harder for delivery and other vehicles to obstruct bike lanes.
211	Bicycling	Action 6.5 is a good action, so long as bollard protection remains as curb-protected lanes are built. Ideally, we wouldn't need action 6.5 after a few years, since all lanes would be curb or otherwise fully protected. Bollards are better than paint in terms of protection, but not by much. Especially in the winter, bollards get knocked over by plows and other vehicles time and again.
212	Bicycling	I love the idea of car-free Sundays and unprogrammed Open Streets. Latin American cities have had huge success with their ciclovas.
213	Bicycling	This is a great section! All of these things are great, and I would love to see them all as soon as possible!

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214	Bicycling	Biking by bike counters is so satisfying. I really want to see more of these around the city!
215	Bicycling	I am 100% on board with the neighborhood greenway concept. However, in order to make it work, we need a design guide for greenways that doesn't require a block-by-block or project-by-project input process for every traffic calming measure. We should define what greenways should look like in terms of vehicle volume and speed in the forthcoming street design guide, and point to that policy whenever traffic calming measures need to be added. My concern is that without such a definition, the safety that greenways can provide will be compromised.
216	Bicycling	For context, Portland, Oregon's greenways are essentially what we would call bicycle boulevards in Minneapolis today with the occasional diverter, and they were not safe or comfortable enough for people of all ages and abilities. (I lived in Portland for 7 years before moving back home to Minneapolis.) Also, the Portland experience is a cautionary tale in another respect: several greenways were compromise routes that zig-zagged around, rather than through, business districts due to business' opposition to reduced parking. For example, the 28th street greenway in Southeast Portland jogs over 2 blocks to avoid a central business hub at 28th and Burnside, which is often a destination for people cycling since it has many restaurants, bars, groceries and other businesses.
217	Bicycling	Neighborhood Greenways, though well intentioned, are a lazy and rather ineffective way of actually protecting bicycles. They serve sort of as a sign that says "there may be more bikes on this road" while not actually providing any other safety. Speed bumps may help a small amount, but it really just leads to cars accelerating faster and braking at the last second instead of maintaining a steady, slow pace. Putting in a physical barrier between cars and bikes helps traffic move more steadily and slowly, benefitting both bikes and pedestrians. It also supports more ages of rider using infrastructure, since riders have much less risk of interacting with a vehicle (which is generally the problem).
218	Bicycling	Yes, to new river crossings! This would be a huge win to get a better river crossing. Having to cut over to Marshall and then bike up the hill is awful. The pavement isn't in great shape, it is steep, and traffic is moving quite fast directly next to riders. A greenway extension over the river would create an iconic vantage point on the river (similar to the stone arch but without the skyline) and would reduce a lot of burden of moving between Minneapolis and St Paul for users.
219	Bicycling	Could you expand this to adult education too? Could there be a series of Bike Camps for adults and immigrant communities to teach basic bike riding, safety, repair? Partners with the city, bike shops and non-profits

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219	Bicycling	re: "build a new non-motorized bridge over I-94 between Lowry Avenue North and Dowling Avenue North" LOVE IT!
220	Bicycling	I realize in continuing to read the bicycling section that I have confused "Neighborhood Greenway" and "Bicycle Boulevard" in my head. I had commented that Neighborhood Greenways were lazy infrastructure, but I intended that to be about Bicycle Boulevards. My apologies for this error. I would be quite excited for more Neighborhood Greenways.
221	Bicycling	The best ways to protect an intersection are to make it shorter to cross and to move the traffic signals to the near side. Cars have to stay farther back to see the signal, which creates more safe areas within the intersection itself. The crosswalks are protected for pedestrians and cars are less likely to run the red light. I would highly support more near side traffic signals!
222	Bicycling	This section is amazing! Not having sand in every bike lane all the time. That would be great! Well-marked and thought out construction detours?!? Awesome. I will say, a lot of the construction detours lately have been good - excited to see more of this! Having snow removed in a timely fashion and not having the subsequent street plow re-fill the bike lanes and sidewalks would be a huge improvement. A big step towards facilitating this would be having more physical separation between driving and bike lanes. If there is a concrete barrier and the snow can't be pushed over it into the bike lane, the infrastructure will remain better for bikers year-round and support more people wanting to winter bike. Right now, with bike lanes in the condition that they are, winter biking is seen as too dangerous for many. The Midtown Greenway will always be an exception here, but how great would it be if all bike lanes were like that in the winter?
223	Bicycling	I completely support having more hitches on parking meters. First, I support parking costing something, so the meters are great. Second, if a meter is going to exist, it may as well also be useful to keep bikes clear and secure.
224	Bicycling	Car Free Sundays sounds amazing!!! It would have to be piloted in summer months, of course, but this would be a great test to show how many people are willing to come out, how many non-drivers support local business, etc. Also, for Open Streets: though I love the classics (Lyndale Open Streets is one of my favorite events of the year), it would be good to rotate around more routes or make them loops or something to freshen them up. Lyndale Open Streets dominates to some degree at the expense of other options because it draws in so many more people who may only go to 1 or 2 Open Streets per year. Maybe Lyndale is every other and rotates with Hennepin? Or a loop is created? Either way, Open Streets is great!
225	Bicycling	After low-programmed open streets, insert temporary intersection treatments to pilot nonstop bicycle and micromobility travel

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226	Bicycling	This is a wonderful strategy and deserves strong emphasis. Perceived safety and pavement condition are significant barriers to encouraging non-bicyclists to view cycling as a legitimate, safe, and efficient mode of transportation. This should be a high priority. For example, Central Ave NE could be improved dramatically with permanent separation.
227	Bicycling	Opportunities like the Midtown Greenway extension into St. Paul are great ways to connect existing bicycle networks and expand the network as a whole. More of this please!
228	Bicycling	Consider building additional bikeways due to the increased demand brought on by COVID-19. In addition to the protected and/or behind the curb bikeways that are already planned, bikeway "demonstration projects" should be built all around the city using cheaper materials such as paint IN ADDITION TO bollards, planters, concrete barriers, etc.
229	Bicycling	<p>Thank you for putting together such a comprehensive transportation plan, and for highlighting bicycling improvements as a keyway of getting to our goals.</p> <p>One improvement that is notably absent from the bicycling goals is improvements of winter maintenance for bicycling infrastructure. In our current state, vehicle infrastructure is prioritized over bicycling infrastructure during the winter. This leads to issues like plowing snow directly into bike lanes, and these bike lanes may or may not be cleared at a later time. In many cases, bicycles are able to ride through the snow in uncleared bike lanes, but this becomes impossible when the car lanes are cleared, and the snow is all lumped into bike lanes. Minneapolis has great resources and policies that support bicyclists, but often these seem to be forgotten during the winter. Bicycling is a very possible form of transportation in the winter but becomes unnecessarily difficult when we don't prioritize bike infrastructure all year long.</p>
230	Bicycling	I think this is really important. I see too often when a bike lane/trail is closed where there is no detour, or the detour is inadequate. An example of an inadequate detour is the current detour for the Southwest LRT construction and the Cedar Lake Trail. The detour follows a path behind the Parade Ice Arena that has not been maintained in many years and is dangerous to bikers. That path should have been fixed before the detour went into effect. Also, adequate signage on the paths to properly mark bike paths versus pedestrian paths is missing.
231	Bicycling	After requiring low-stress bikeway detours or temporary bike lanes insert (immediately adjacent to, and at-grade with, the closed facility if at all possible)
232	Bicycling	<p>re: "reduce stopping at minor crossings. Start with the Northside Greenway and the Southside Greenway"</p> <p>I LOVE THIS, IT'S A GREAT MOVE IN THE RIGHT DIRECTION!</p>

233	Bicycling	<p>Add a new Action under Bicycling Strategy 5: Bicycling 5.4, DO, Create a network of bicycle freeways by identifying and implementing at least two north-south and two east-west spines in the All Ages and Abilities Network where the opportunity is provided to bike or scoot without stopping even once city-wide, including through downtown, such as through timing lights, changing right of way priorities, and reconfiguring intersections and pavement for safe unimpeded movement. This plan is aspirational, so innovative approaches are called for to make Minneapolis a bicycling leader again rather than being limited to incremental off-the-shelf approaches. Suggested language addition to the Bicycling Strategy 5 introduction on p. 73: following the sentence "Coordinated regional connections also promote alternatives to driving for longer distances." insert "Minimizing delays and decreasing travel times is critical to any transportation mode if it is to achieve its full potential. Drivers have the option of getting on a freeway and traveling great distances without stopping. Providing the same option for non-stop travel to bicyclists will help achieve micro mobility mode share goals.</p>
234	Bicycling	<p>I am excited for these long-term improvements. improving our urban canopy and reducing stormwater runoff are essential for a more sustainable climate future (while also greatly increasing the experience of those who live on these streets). It will be difficult, but I hope this scores very high on the priority list.</p>
235	Bicycling	<p>Hi,</p> <p>I am strongly considering moving to Minneapolis. Really excited by the investments you've made in the bike infrastructure and those to come. I have two children, ages 7 and 9, and I'd like for them to be able to bike to school safely. I hope this plan takes the proposed zoning changes by the public-school district into consideration when choosing which routes to enable true, low-stress bike infrastructure for school aged children. This is especially important as we're still dealing with the challenges with coronavirus, many families will not feel comfortable taking public transit or school buses. This puts an even greater burden on the city to provide a true AAA bike network.</p> <p>I hope the city is considering accelerating implementation because the need is there now especially due to coronavirus. My family can't wait until 2030 for these lanes to be implemented. Of course, as someone who is looking to move, we still have the luxury of choosing where we want to live, but I feel bad for families that now have to reconsider transportation options for their kids due to school zoning changes and the virus.</p> <p>Thank you</p>
236	Bicycling	<p>There needs to be leading intervals for cyclists and pedestrians at all signalized intersections.</p>

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237	Bicycling	Perhaps it is in another area, but it is concerning whenever bollards are missing to begin with. I appreciate the sentiment, but this seems to be more of a band aid than a solution. The issue is that bollards continue to get run over to begin with. I wish for that to be addressed.
238	Bicycling	I highly encourage removing car travel lanes, instead of parking lanes, when building bike infrastructure and bus lanes, even if this means turning a larger street into a one-lane one-way street. I do think that loss of parking for small businesses is a real concern in the near future, before we shift enough people to transit/biking/walking. On-street parking can help mitigate that, and can also add pedestrians to the sidewalks, as people walk from cars to a nearby shop (the alternative for drivers is that they park in a lot behind a store and are never seen on foot in the ROW). Further, a parking-lane-buffered bike/ped zone can add a sense of security for bikers and peds (particularly if the barrier between cars and the other modes is significant) and a narrowed set of travel lanes makes a cozier streetscape in general. In contrast, streets where we've removed parking for bike and transit infrastructure can start to feel even more expansive than they did before, reducing the feeling of appropriate urban form.
239	Bicycling	Building out curb extensions is ridiculous. As a user of bikes in the downtown, creating the extensions such as on 7th St is serious disruption to travel. For cars to not be able to turn on red due to deletion of right-hand turn lane is creating pollution to say the least, not to mention danger to anyone that might be on a bike. To create a protected bike lane through a major thoroughfare into downtown would not be the answer. As a user as well of 28th Ave, the protected bike lanes have created a major disruption in travel as I experienced for appointments in area of Abbott Hospital. Installing pylons in streets to create disruption for snowplows is also ridiculous - this is Minnesota. St. Paul's street plowing is what Mpls will become if this practice continues. The amount of taxpayer money spent on bike path efforts is much - time to stop - over time. Maintain what is present and that is more than enough already. Mobility issues should be addressed, but not at the excuse of the mess being created in the streets in the last couple of years.
240	Bicycling	Please work with delivery companies and USPS to stop using bicycle lanes as temporary parking. Many delivery employees believe this is appropriate and legal.
241	Bicycling	Yes, I support this. But I've heard from several people who are not experienced bicyclists that our current bike boulevards are intimidating and don't feel safe. We need options that truly create a low stress riding experience. Biking by lots of parked cars, with cars often passing you in the left lane does not make a stress-free experience.
242	Bicycling	Bike lanes are only as strong as their weakest link. We need to physically prevent cars and trucks from parking in the bike lane.

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243	Bicycling	Some people own a car for occasional regional trips. If we make bicycling to regional destinations easier, it may reduce the need for someone to own a car. A big win for the TAP's goals and in addressing climate change.
244	Bicycling	The city absolutely should support the MPRB in this.
245	Bicycling	Permanent separation is key. Tabled intersections for cyclists is key. Also need to be sure to keep pedestrians and cyclists separate as best as possible if on narrow lanes. On "open streets" I think bicyclists and pedestrians can coexist together quite well.
246	Bicycling	Replace the cheap plastic bollards with real infrastructure. Not only are they not effective for keeping cyclists safe, they require constant replacement and end up in places they shouldn't be (I've seen several end up in the median garden on Main St. Northeast between 5th and Broadway).
247	Bicycling	If we want to treat bicycling as a mode of transport (which we do!), then we need to have consistent and adequate snow and ice removal. People need to get to work and to do errands. They will turn to a car if this bicycling isn't consistently a safe and convenient option even in the winter.
248	Bicycling	I strongly support this. We need a more resilient city, and this will help on multiple fronts.
249	Bicycling	I am a bicycle commuter. Please be bold! This plan is very incremental. Lets lead!! Bicycle freeways throughout the city that are safe and convenient, that are frequent enough for convenience, that is what we need!! I'm thinking about how we need to turn every 5th street into a bicycle freeway. The future is ours, lets help make citizens live green lives and stay healthy.
250	Bicycling	Please pursue an entire network of bicycle freeways that offer fast, safe and pleasant biking. So fun when I can ride my recumbent on bikeways where I feel safe and can ride for miles out of automobile traffic. Magical! Thank you for your hard work!
251	Bicycling	Please choose to make the twin cities a leader in safe, efficient bike transport! I beseech you to provide us with an entire network of bicycle freeways that offer fast, safe and pleasant biking. Providing alternative transportation options will assure our children and our planet have a future to look forward to.
252	Bicycling	I would like to see more roadways exclusively for bicycles which would make it safer to bike year-round. The more roads that we designate for bikes only the more people will bike and the greener and cleaner our city will be.
253	Bicycling	This is a minor complaint, but I notice that the triangular prism design of parking space meter poles has a sharp metal point that often damages my bike when I lock to it.

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254	Bicycling	Please pursue an entire network of bicycle freeways that offer fast, safe and pleasant biking.
255	Bicycling	<p>I believe that ensuring smooth pavement conditions on bike routes is essential to increasing the share of bike commuters.</p> <p>During commuting and running errands it's common to attach items to a rack on the bicycle, and biking over rough pavement with groceries on board can literally be a disaster. Poor pavement conditions can be annoying and limit speeds of experienced cyclists, but for a novice they can be dangerous. Casual riders don't have the equipment or the technique to enjoy riding on rough pavement, so inviting them to ride on streets that are not safe or enjoyable is unlikely to make them consider using a bike more often.</p> <p>In the winter, even a small amount of snow makes it impossible to see or avoid potholes. Then freeze-thaw cycles (which will become more common if temperatures rise even a few degrees) leave behind larger potholes. Riding a bike over patched and re-patched streets in Saint Paul makes me grateful for the Priority Minneapolis places on its pavement.</p> <p>I appreciate the visionary design elements on the RiverLake Greenway (40th St). But the rough state of the pavement prohibits me from enjoying those elements. Increasing bicycle amenities is only the first step, and those routes must also have acceptable pavement.</p>
256	Bicycling	<p>Yes! Open Streets is great, but the fun, block-party-style design doesn't leave much room to bike faster than 5 mph. I sincerely hope the city can look to the example of Bogota, Sao Paulo, and cities around the world who have used volunteers and simple barricades to affordably open networks of streets to bikes and pedestrians every Sunday.</p> <p>I hope that the city and the Park Board's closures of streets to cars during the Stay At Home order is evidence that police are not required at every intersection to keep cars off the streets. These simple interventions are truly improving my enjoyment of the city.</p>
257	Bicycling	<p>I'm concerned about requiring data sharing if it:</p> <ul style="list-style-type: none"> -involves non-aggregated data about individual trips -can be used to identify individuals using the service -is stored indefinitely -is not secure against data breaches -is available to law enforcement -includes real-time data <p>If the city plans to require this data sharing, it needs to be forthcoming about what steps it will take to safeguard such sensitive location data.</p>

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258	Bicycling	<p>I think electric bikes and cargo bikes will be much more common in the next few years, creating challenges around theft prevention. Already bike theft limits the efficacy of relying on a bicycle for transport, and it's tragic to see daily reports of thieves entering supposedly secure bike parking facilities in apartments with impunity. More electric bikes will create even more incentive for thieves to target bikes.</p> <p>Secure bike parking with charging could be one step in making this mode viable.</p>
259	Bicycling	<p>Please pursue an entire network of bicycle freeways that offer fast, safe and pleasant biking.</p>
260	Bicycling	<p>This is not enough--people of all ages and abilities deserve safe and low-stress biking on at least 75-90% of streets in Mpls by 2040.</p> <p>"High volume" corridors should BE TOTALLY RECONCEPTUALIZED--cars are on wheels and our city is on a grid; move private vehicles OFF community/residential corridors, allowing people easy and safe access to destinations.</p> <p>Biking should not be a second-class form of transportation--make biking safe/easy on streets where people want to be, not on unused side streets.</p> <p>Set goals not based on mileage/year, but triggered by other metrics. E.g. increase that number more rapidly if CO2ppm increases, if mode share shifts, or ????</p>
261	Bicycling	<p>Don't just consider it. Come up with a plan more robust than 10% of streets safe to bike on by the time the arctic is ice-free.</p> <p>Be bold. Be realistic (in line with climate breakdown and physical reality).</p>
262	Bicycling	<p>Yes. Address this also through 1) education, 2) reducing vehicles overall, and 3) encouraging transition of freight to non-motorized options.</p>
263	Bicycling	<p>YES! Also, sidewalks!!!</p> <p>Add benches/lookouts. Bridges are often particularly stunning views, as well as long stretches (including slopes) where some people may need to stop and rest before continuing.</p>
264	Bicycling	<p>Yes. Remove I-94 in North Mpls to stop the environmental racism and public health/climate harm being done to/in our city.</p>
265	Bicycling	<p>Why not just plan them? Why only consider planning them? How is considering planning them "medium" difficulty?</p>
266	Bicycling	<p>Yes, but also edible landscapes and gardening opportunities for those residents without yard access.</p>

<p>267</p>	<p>Bicycling</p>	<p>"Protected bike lanes: routes on relatively busy streets with some form of physical separation from motor vehicle traffic, such as bollards, concrete curbs, parked cars and planters. "</p> <p>The city needs to engage with people who are actually daily cyclists on what kinds of bike lanes and protected bike lanes are actually safe. Many of the new kinds of bike lanes that have been introduced in the city in the past couple years make biking more dangerous, although they may seem like a good idea to someone who is not biking.</p> <p>Examples of the kinds of bike lanes that cyclists typically do not want more of:</p> <ol style="list-style-type: none"> 1. Washington Ave bike lane on the sidewalk (pedestrians no doubt walk in these areas and are not looking for cyclists despite the signs. They are used to it being a regular sidewalk. This is dangerous for everyone. It also encourages cyclists to jump off the sidewalk to merge left to make turns despite the designated turning areas that don't make sense with the flow of traffic) 2. 11th and Washington the "protected" bike lane with concrete curbs and parking in the middle of the street (there are always cars parked in the bike lane here because they are confused about where to park. Also putting the cyclist between a concrete curb and parked cars leaves no room for cyclists to swerve out of the way when someone opens a car door without looking.) 3. 36th street near the cemetery and Lake Bde Maka Ska where there is a two way bike lane on the eastbound side of the street (this is so dangerous and does not flow with traffic, it is just not natural to cross traffic to get to the bike lane heading westbound only to have to cross again a few blocks later at the intersection at the lake where cars heading eastbound and turning onto 36th can't see you coming and aren't looking for cyclists crossing. Please keep bike lanes flowing with traffic, it just makes sense for everyone!). <p>Cyclists are trained as drivers, and if they're not trained as drivers, we're all used to the usual rules of the road. If we all follow the same traffic rules, like driving/cycling on the right, then the chances of exposing yourself to a dangerous situation are much lower. Cyclists also need to have a lot of space on the road to stay a safe distance from car traffic and to be able to avoid debris, glass and parked car doors opening, as well as move as necessary to the appropriate turning lanes. This is why the original bike lanes on Park and Portland that have extra space marked out with white lines on the road, or the plastic bollards (if you must use them) that a cyclist could pass through if needed, are ideal. I think the only spot I can think of where</p>
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		<p>concrete barriers work are on the 3rd Avenue bridge...there is no need to move left to turn, no parked cars, so putting the cyclists in between those barriers works.</p> <p>Thanks for reading my long message if you made it this far. Bike infrastructure is so important but only if it is done right, for cyclists and by cyclists.</p>
268	Bicycling	Yes! Also, this should be in walking too, why isn't it? Why is walking getting forgotten?
269	Bicycling	<p>Not just between parkway trails, but along them--need bi-directional biking paths.</p> <p>Why is there not a parallel for this in the walking section? The MPRB also controls a great deal of walking infrastructure and needs to do far better with its connections (see sidewalks gaps and winter maintenance).</p>
270	Bicycling	The lack of connection between Lake of the Isles and the 26th St/28th St bike lanes is NOT on the Park Board. Those gaps need to be closed. People don't know where to go when 26th spits them out onto Hennepin.
271	Bicycling	<p>YES!!!!</p> <p>Also, need wider walking paths that are not below flood-lines, especially as intense rainfall events increase with climate breakdown.</p>
272	Bicycling	Yes, but clarify how this meets equity goals and serves high density residential corridors, like streets with lots of apartments where greenways are most appropriate.
273	Bicycling	<p>Yes. Make sure to tighten up all turning radii.</p> <p>Also, keep in mind that cars are incompatible with our climate emergency and plan for streets that are flexible enough to reclaim space currently allocated for cars as our mode share shifts rapidly by 2030.</p>
274	Bicycling	<p>Stop calling side streets "residential" streets. Doing so erases renters and low-income people who disproportionately live on bus routes and community corridors. "Residential" streets need to be used to refer to streets zoned for a high density of residences.</p> <p>Reducing travel lanes needs to happen REGARDLESS of any other changes. One lane in each direction at the intersection, max (center turn lanes might be acceptable mid-block, but not at intersections where increased street width increases dangers to people biking/walking/rolling).</p>
275	Bicycling	Yes. And if these are working, consider installing other islands too, for other public-space purposes--gathering, etc.

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276	Bicycling	Yes. Make sure walking is also included in design, because we'll be there regardless.
277	Bicycling	Yes!
278	Bicycling	Meh. Flight is not sustainable, and to make it easier or more comfortable in any way is to encourage immense luxury individual CO2 emissions in a time of climate collapse. Irresponsible. Also, not equitable--luxury flight is a class-status activity and focusing any efforts on this route while the climate crisis already disproportionately impacts BIPOC residents of our city (and our world) is inequitable and deeply problematic.
279	Bicycling	Yes. But also make sure that it includes the knowledge of those who already bike, rather than excluding them from the process.
280	Bicycling	Yes. Create easy reporting mechanisms, including non-digital direct methods (i.e. direct phone numbers). Make sure detour signs are not blocking sidewalks/bike lanes.
281	Bicycling	Yes. Make sure these detours are wide enough for people using adaptive and cargo bikes.
282	Bicycling	More permanent separation is confusing, given the mode share shift we need. Permanent separation locks into the built environment mode share splits that are--and need to be--rapidly shifting. Consider semi-permanent separation, like planters, that allow easy and almost-immediate reallocation of public right of way. This would have helped for right now, with COVID.
283	Bicycling	NO. We need YEAR-ROUND protected bikeways. Plastic delineators should be replaced within ONE WEEK of being knocked down. If there is a weather condition that prevents them from being reinstalled for 7 months of the year, the city needs to figure out a new solution.
284	Bicycling	Yes. Also crowdsource this information for additional and robust data points. And so that people are empowered in our city.
285	Bicycling	Yes.
286	Bicycling	Yes. Also sweep sidewalks.
287	Bicycling	Yes. Also recognize that these are become walking networks in the winter, since sidewalks are not cleared and do not drain.
288	Bicycling	Yes.
289	Bicycling	Yes. Make them cool. Scale them appropriately and make sure they are designed to highlight potential hazards (which might be different lighting than is used for walking/driving).

290	Bicycling	Yes. Also, use social media. If snow emergencies for cars have an ENTIRE dedicated social media campaign, including stand alone accounts and direct phone calls, direct mailers, then we can do AT LEAST that much for walking/rolling/biking/transit.
291	Bicycling	<p>BIKES ARE ACCESSIBILITY DEVICES.</p> <p>Make sure to seek out and include the input of those who are disabled who rely on biking and use bikes as assistive devices.</p> <p>Do not only listen to the views of those who are disabled but have the money/privilege to have car access (do listen to them! but also include other voices of disabled people who have the added vulnerability of relying on walking/using wheelchairs/other assistive devices, transit, and biking to get around!).</p> <p>Why is there no discussion of disability like this in the walking section? Sidewalk widths need to be wide enough for two people to use wheelchairs side by side or to speak to one another using sign language. Vehicle traffic needs to be limited in speeds and volumes so that people who have limited hearing can still converse with one another.</p>
292	Bicycling	Yes. Also, streets that require median protection are streets designed for cars, not people. We need to dream bigger.
293	Bicycling	Yes! And vary it, for interest/placemaking
294	Bicycling	yes--consider it always appropriate (why would it NOT be?)
295	Bicycling	<p>This should NOT be seasonal. Transportation is a year-round need.</p> <p>There should be no default vehicle parking space without an equal or greater amount of that lane being dedicated to walking/wheelchairs/biking.</p>
296	Bicycling	<p>Yes!</p> <p>Also, make sure the bike parking provides adequate space for cargo bikes, adaptive bikes, and bikes with trailers.</p> <p>Make sure the bike parking is easy to use for those with limited mobility or strength.</p> <p>Include covered parking.</p>
297	Bicycling	<p>Sure, but aim to do it by reallocating car-space. Also include other modes.</p> <p>Micromobility hubs should include ways for people to recharge their electric wheelchairs.</p>
298	Bicycling	YES!!! Make sure the bike parking itself is accessible and safe!
299	Bicycling	Yes, to outreach/engagement of any kind, especially talking about infrastructure!

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300	Bicycling	Yes, but for the whole city, because people biking need to get places that aren't on this network (esp. if the network is such a small % of the grid).
301	Bicycling	<p>Make them free for along all bus routes as well. And outside all apartment buildings.</p> <p>Allow residents, not just property owners, to request them</p> <p>Bike racks should be STANDARD infrastructure, not something people have to ask for or get property owner permission to have.</p>
302	Bicycling	Yes. Also work with Metro Transit to make busses more bike-friendly, particularly for those with disabilities or who lack upper body strength to use current racks easily.
303	Bicycling	Please pursue an entire network of bicycle freeways that offer fast, safe and pleasant biking. I dream of a system that would be like a cross between current bikeways, like the midtown greenway, and the downtown skyway system, and the pedestrian enclosed walkway on the Washington avenue bridge.
304	Bicycling	<p>Yes!</p> <p>Also, do not require Open Streets to fund control of drivers--take that out of car money.</p> <p>Aggressive and entitled drivers are a legacy of decades of car-centric choices; do not consider dealing with them a "walk/roll/bike" issue.</p>
305	Bicycling	Yes, and include different kinds of bikes, including freight, so kids see that they have a future in this climate-breakdown world.
306	Bicycling	<p>Add walking and using wheelchairs too! Drivers do not realize what crosswalks or sidewalks are.</p> <p>Add information about climate collapse and cars, similar to warnings on cigarettes.</p>
307	Bicycling	Yes, but also for walking.
308	Bicycling	<p>ONLY if you also require data sharing from cars/car-oriented businesses--otherwise this might dissuade more non-car options.</p> <p>We should not need this data to inform changes--we have the data we need around climate breakdown and the level of mode share shift required.</p>
309	Bicycling	<p>Why not do this for other modes??!!?</p> <p>Like why does the city not ask what the experience of walking and using wheelchairs is in this city, even just in winter?</p>
310	Bicycling	Hell yeah.
311	Bicycling	This would be really wonderful.
312	Bicycling	Yes, to all of these!

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313	Bicycling	To prioritize bicycling and allow bicyclist to move through intersections when they feel safest, Minneapolis should pass the Idaho stop.
314	Bicycling	I agree with all of this (it is rarely clear how trails intersect with each other or with streets -- I've gotten lost so many times, though I know the city well by other modes), and would add a 7.4: Add guidance at intersections where different types of bike facilities meet. Sometimes you're biking along in a bike lane along the right side of the street, and then you cross an intersection and find that now instead there's a trail along the left, or behind a curb, and it's too late to safely get yourself onto it. Fine once you're familiar. Horrible for noobs.
315	Bicycling	I think this strategy is easily overlooked, but very important. Cyclists make a significant investment in their bike equipment, and concerns about "what do I do with my bike when I get there?" and "Will my bike be safe" can become an impediment. Major destinations/common destinations need this infrastructure badly (Target Field, City Hall, major employers (i.e.. Target). "If you build it, they will come" is really an idea that applies to most of the Transit Plan strategies, but in this instance more so. "If you DON'T build it (parking/racks) they might NOT come."
316	Bicycling	I really appreciate the intent of the All Ages and Abilities Network. One of my greatest desires for Minneapolis is to have a well-connected, network of protected bike lanes that allows people to get anywhere they want in the city by bicycle. My concern is that the plastic flexi-posts (referred to as bollards in this documentation) do not do anything to protect people riding bikes from distracted drivers. I ride on 26th and 28th Street almost every day to take my children to school, and it is regularly terrifying. We need concrete and metal to protect us. This is not to even mention the fact that Public Works snowplow drivers regularly pull up the so-called bollards every winter, and then it takes Public Works 5+ months to replace the flexi-posts: https://www.ourstreetsmpls.org/new_bollard_day_26th_street It's well past time to provide truly protected infrastructure to people who bicycle in our city.
317	Bicycling	I live in southwest Minneapolis, and try to bike to every destination that is less than 5 miles - even in the winter. My young family would really like to be able to safely bike to the Southdale region of Edina. Right now, there is not a safe route to do this. We would need to ride on the sidewalks along Xerxes or France, and research has shown that riding on sidewalks is particularly dangerous because car drivers are not looking for cyclists to be there. Another alternative would be to cross 62 on the pedestrian bike bridge, but it was not constructed with cargo bikes in mind. We need more regional thinking so that attractive destinations are available to everyone, regardless of transportation mode.
318	Bicycling	Policies to create protected bikeway detours won't have any meaning without enforcement. Please do this.

319	Bicycling	<p>This action is very important to my family. We are fortunate, and we live in southwest Minneapolis. One of our goals as a family is to make all trips that are under 5 miles by foot, or by bicycle. There are many destinations (grocery stores, libraries, restaurants, etc.) that we like to travel to by bicycle. We don't feel comfortable biking on very many streets in Minneapolis because of the many distracted drivers, so we like to stick to off-street bike paths, or bike paths that are protected by strong barriers. Some of the best of these are the paths around the lakes. Unfortunately, if we respect the one-way bicycling direction around the lakes, we frequently have to bike 2, or 3 miles out of our way! That would be fine if we only did such things for recreation on Sundays, but we use our bikes for transportation, and biking 3 miles out of our way for the 20th time in a year gets pretty tiresome. I have talked with parks commissioners about this issue, but for some reason the ones that I have talked to seem to think that bicycles are just for recreation, and so the parks trails should only be used for recreation.</p>
320	Bicycling	<p>I support the actions for Bicycling Strategy 4. I'd like to see the ability for my young family to bike safely to the many destinations (restaurants, stores, groceries, libraries, museums, etc.) that exist on main thoroughfares like, Lyndale, Hennepin, Nicollet, Central, Lake, etc. I don't currently see this reflected in the plan. I see bicyclists being shunted to secondary corridors, or residential streets.</p> <p>I'd also like to add that for Bicycling 4.2, we need median islands, curb extensions, raised crossings, narrower travel lanes, etc. on low volume residential streets as well. There are many drivers exceeding 30 mph on the residential street that I live on, on a regular basis. My understanding is that this is because the streets appear to be too wide, and so these drivers feel safe doing so. Please, let's make our streets narrower, and less safe feeling for drivers, so that they don't feel comfortable driving at such unsafe speeds. I fear for the lives of my young children.</p>
321	Bicycling	<p>I really, really support things like the Northside Greenway. It seemed to me that the demonstration project was a tremendous success, and I'd love to see such projects implemented on residential streets throughout Minneapolis. That said, I'd also like to be able to bike safely, with my young family, to all of the great destinations that exist on Lyndale, Nicollet, Hennepin, Central, Lake, and all of the other primary business corridors that exist in Minneapolis. I don't see that prioritized in this plan, which means that people that ride bikes - by necessity, or by choice - will continue to be treated as second class.</p>
322	Bicycling	<p>This is very important to show that the city is serious about getting people out of their cars and on to alternative modes of transportation. With the Southwest Light Rail construction right now, there is no fully protected bicycle route from south Minneapolis to Downtown any further west than Hiawatha. It lays bare the true priorities of the city right now, and this strategy should have a higher rating.</p>

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323	Bicycling	Please pursue an entire network of bicycle freeways that offer fast, safe and pleasant biking.
324	Bicycling	This is probably the most important action in the whole Transportation Action Plan for my family. We have an 8 year old, and a 3 year old. We want them to enjoy bicycling in Minneapolis, and to not have to worry constantly about the safety of all of us when we bicycle around town for transportation. Right now, we rarely feel safe outside of riding on the Greenway, or around the lakes. Plastic flexipost do not protect us from distracted drivers, and that is terrifying. If the city truly wants to increase the number of people bicycling, then it needs to get serious about protecting us. Put in metal rails. Put in concrete. Put in planters. Put in infrastructure that will damage a car if a driver runs their car in to it. Protect people riding their bikes to get places. Protect me. Protect my children. Do your job. Stop making excuses.
325	Bicycling	This should be a higher priority than medium. The city needs to step up after years of lip service and improve infrastructure to save lives. There are low cost options for this, and it should just be done.
326	Bicycling	Replace plastic posts as they are reported to be missing throughout the year. Create a 311 category for this. If you find that plastic posts are regularly being destroyed, or removed, put in more substantial infrastructure within six months.
327	Bicycling	The pavement condition for bicyclists should be held to a higher condition than for automobiles. Bicyclists are more susceptible to jarring, because they don't have as much suspension, and they don't have as much protection and inherent stability, so they are more vulnerable than car drivers. Also, bicyclists do less pavement damage, so it should be easier to provide good pavement for them.
328	Bicycling	Please consider clearing this infrastructure during the snow/ice events so that it doesn't have as much of a chance to build up.
329	Bicycling	I really support this; however, it will need to be implemented in such a way that car drivers don't also use these same streets because they have been cleared to a higher degree. Perhaps diverters need to be implemented so that car traffic cannot travel straight through?
330	Bicycling	Yes, please. Consistent signage showing all of the different attractions would be great.
331	Bicycling	Yes, please. In particular, my family uses a very large, front-loading cargo bike for much of our transit needs. We have frequently found that parking for our bike is unavailable.
332	Bicycling	I would really like to see Open Streets become less of a block party type atmosphere, and more of a demonstration project of what alternative street designs could look like. Perhaps this could involve demonstration projects of protected bike lanes, etc. that lead to an Open Streets event. Perhaps super wide streets like Portland and Park could be temporarily narrowed to show an alternative? Perhaps neighborhood greenway concepts could be demonstrated?
333	Bicycling	yes please!

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334	Bicycling	Thank you so much for prioritizing neighborhood greenways. I can't wait to see these built, they will be so helpful!
335	Bicycling	This could be a very high-impact strategy, and I'd encourage the City to provide as much support as necessary to help the School district launch and grow this program.
336	Bicycling	<p>Hello and thank you for the plan. It excites me to think of our roads meeting the vision set in this plan. However, I feel there is a critical component I did not see mentioned, enforcement of bicycle lanes. I travel the city by bicycle all year, every day. I love and brag about our trail and street system. However, I am constantly running into vehicles parked in the bike lanes. They range from personal cars to freight delivery trucks. Drivers perceive the lanes as a convenient location for front door drop off of their passengers or that it is OK to park their because they are just going in for a moment. However, I have found myself pushed into MANY dangerous situations from this as it creates a bottle neck that pushes you out into the automobile lane and drivers seem to be less prepared for you as they have mentally acknowledged bicycles are safe in their own lane.</p> <p>I could offer you numbers on how often and where this happens the most, but I'm not keeping records or critical in my observations. What is for certain is that I run into this situation on a daily basis and that I am confident there is a major lack of awareness for the hazards presented by cars hanging out in the bike lanes. Consider how dangerous it is to be traveling through the north loop on a Friday night after drivers have had a few drinks, and someone pulls into the bike lane to drop people off at the front door of some establishment. I'm left with the choice of stopping till they clear the lane or trying to zipper into auto traffic. One of my favorite examples of ignorance of the bike lane and demonstration of lack of will to enforce, was a police car, with the engine off, parked in the bike lane at the intersection of 4th St. SE and the off ramp of 35W south, inside a shop chatting it up. I even have photos of this!</p> <p>My point is for this plan to be effective in making people feel safe to bike and to reduce accidents, education and enforcement the rules of who is permitted in bicycle lanes needs to be part of the plan. With the increase of delivery services and services like Uber this issue is becoming more urgent every day and it is important to include in the plan.</p> <p>In an effort to be succinct, I made the assumption that this issue is obvious and many of the people working on the plan have had plenty of personal experience with this. However, I would be delighted to get more detailed, answer any questions or offer additional insight into this if it were helpful!</p> <p>Thank you</p>

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337	Bicycling	The plan should prioritize and fund more protected bike lane and off-road bike path infrastructure
338	Bicycling	I'm really excited for this plan on the whole. I think the research has been great and redesigning our city streets can't happen soon enough. While so many of the plan's ideas are bold and match the 2040 plan well, I really hope that we can look even further ahead. I think we will be moving beyond cars (even electrified and autonomous) sooner than many think. Electric bikes weren't even much of an option 2 or 3 years ago and they're growing so quickly. They can be excellent ways to get around the city quickly (some can approach city speed limits) but using them next to cars (which continue to get larger and harder to see out of), is still just as dangerous. Additionally, I got a chance to use various e-scooters last year and was surprised how useful they were and how great it was to have another option for getting around the city. Again, I didn't feel safe using them next to large cars and trucks. I'm expecting that there will be more electrified and unique options available to citizens in the future, but I'm hoping our reliance on big cars and trucks starts to dwindle and that Transportation Action Planners keep that in mind. Thank you for the wonderful work so far. I'm very excited to see this work come into being!
339	Bicycling	I'm sorry that I can't think of any particular details to comment on, but I've been a resident of northeast Minneapolis for over 20 years, commuting to work downtown for that whole time. Although I am part-owner of a car (household of 2 adults sharing one car) I've always walked or biked to take the bus to work. A huge advantage of living in the city is NOT having to drive everywhere. I very much appreciate the increase in bike lanes during the time I've lived here, and the Nice Ride bike share program, which I use all the time. I'm in favor of more protected bike lanes, and whatever helps to calm the automobile traffic and make things safer for bikes and pedestrians. I wish we still had Car-To-Go in Minneapolis. A general thumbs-up for making it easier to bike and walk and use transit.
340	Bicycling	I am very disappointed that I had to learn about this plan from my neighbor who is tracking things. Why did the city not make this more public? My family lives right along the SWLRT and has been negatively impacted in a number of ways, yet we did not hear about this plan or the meetings to provide comment. This is very disappointing, as those of us most impacted have been left out of the discussion multiple times. I am begging the city to truly, finally consider the input of those who have to live with your decisions. I have left two other comments specific to design and transit. I truly hope this time the city will listen.
341	Bicycling	I have had so many close calls over the years even with bollards and clear bike lanes. The bike lanes on 15th Ave SE in Dinkytown have been super helpful for feeling safe in high traffic areas, and hope they are considered everywhere, especially for the University/4th Ave repave.
342	Bicycling	Milwaukee Ave is popular for a reason. YES PLEASE.

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343	Bicycling	<p>Towards encouraging biking: Sweep streets earlier. Chicago Ave of this date (May 22) remains hazardous to biking its entire length thanks to winter sand and other detritus piled up in the biking lanes. Sweep as soon as streets are clear, which in 2020 was early March. It's safe to do so considering that spring snows need little if anything in the way of salt or sand.</p> <p>"Leverage City resources and 8 partnerships to promote[...]and encourage walking, biking and transit as alternatives to driving."</p>
344	Bicycling, Walking	In general, I support the plan's goals to increase safety for walkers/rollers, make biking more comfortable and accessible for all riders, and discourage driving.
345	Bicycling, Walking	Prioritize Bike and Pedestrian safe intersections on ALL roadwork maintenance, especially in lower income neighborhoods. This will pay dividends in lives saved as well as long term road maintenance as bikes and pedestrians wear much less on roads.
346	Bicycling, Walking, Street Operations	<p>I have only read specific portions of the plan and summaries of the plan. The full .pdf is pretty unwieldy. As such, I am only able to comment on the plan as a concept. I fully support your goals to increase walkability and bike ability, to improve access for people with mobility issues, and to improve safety. These activities, combined with local business activity and development that encourages people to use these modes of transit, plus mass transit/shared transit will improve our city, promote public health, and help protect the environment.</p> <p>I can't remember offhand what I saw about stand up scooters and other emerging motorized devices, but encourage the city to figure out a plan to deal with those to best protect users and non-users when they are in operation and also to figure out how to keep them off the sidewalks to help improve pedestrian/wheelchair mobility.</p> <p>I am a resident who owns a car but rides a bike, walks, and uses the train. I would like to have the infrastructure to do more non-car travel, as well as public safety supports. For example, I feel safer riding my bike on a street at night rather than a path, because I am less likely to get ambushed or cat-called by some weirdo, but I would like more protection from the cars. Similarly, I would like more people using the train at night so that I am less isolated when I get off at my stop.</p> <p>Thank you for your work to make our city better.</p>
347	Bicycling	Great idea
348	Bicycling	Make them permanent programs but NOT seasonal.
349	Bicycling, Walking	Overall, the Transportation Action Plan looks great! I'll comment most specifically on biking aspects, as that's my own main form of transportation and what I feel I know best. I thought that Figure 11 (Current vs preferred modes) was fascinating and made me feel more hopeful, since it shows that biking would be the preferred mode of

		<p>transportation for the most people by far. I think the biking part of the plan would really help more people feel safe biking in Minneapolis, which is already decades ahead of St. Paul (where I live).</p> <p>My favorite part of the biking plan is actually the Neighborhood Greenways plan. Most bike boulevards are pretty substandard currently and don't do much to help people feel that much safer. However, these are currently generally in pretty low traffic areas, and with some fairly low-cost interventions, car traffic on these boulevards/greenways could be drastically limited. Since none of these routes should be used at through-routes by drivers anyway, this would be a great improvement and really help prioritize local trips being taken by bike instead. Something that I almost never hear from city governments is talk about actual direct financial incentives for biking/walking over driving. What if you did something like a \$1000/month drawing among those who made at least 10 bike/walk trips a month? That's only \$12,000/yr, which is a drop in a budget bucket. I've heard about similar programs incentivizing good behavior being used elsewhere (like drivers not speeding get entered in a pool to "win" money instead of those speeding getting fined). But in general, I think having a program that makes "cuts" in the driving street grid while making it easy and convenient to bike would really help things. For instance, when re-connecting Nicollet into the street grid, the new connection should be for people walking, biking, or taking transit only. People driving should still need to detour around the Kmart site.</p> <p>I also agree strongly with making sure things are connected in a network of facilities. Gaps in good bikeways are always a real bummer for me as a strong, confident cyclist, but they can be a real barrier to someone looking to try riding as something new.</p> <p>I know that with the ongoing pandemic, some of these goals might be thrown in the lurch, but it's also shown us that big changes can be made relatively quickly and with low cost, such as all the great street openings that have been done around the lakes, rivers, and stay healthy streets. These could easily be maintained (with the caveat of switching all users on wheels to the parkways, instead of the current, weird set-up of insisting that cyclists still use the bike path portion between sets of pedestrians/runners).</p> <p>Also, I really like the concept of the mobility hubs and think it should really be refined/expanded. Helping people connect longer trips by transit to shorter biking and micromobility trips to get home is a really nice concept.</p>
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350	Bicycling, Walking, Street Operations	In the spirit of "quick results" - I encourage the City to consider crowd sourced, "quick fixes" through a grant pilot program. The City should designate a certain pot of funding for quick pilots that involve temporary measures such as lane closures, bump outs, additional bike/ped space, etc. using paint, bollards, etc. The competitive grant program would be open for any group of citizens and businesses in the city to propose "quick fixes" to be tested along their proposed corridor within 1 year. Instead of constant cycles of community engagement - such a program would provide a valuable and direct connection to resident and business needs to test ideas.
351	Design	<p>Regarding street design goals. More needs to be done to design our major transit corridors to discourage the use of personal vehicles and encourage the use of mass transit for even routine, non-commuting activities.</p> <p>I ride bus route 4 from near Lake Harriet to downtown and back every day, which travels along Bryant and then Lyndale. One major issue I have observed living and traveling along Lyndale Avenue S is the way in which parked vehicles obstruct the flow of traffic and cause hazardous situations (e.g. pedestrians who cannot see traffic when crossing the street, cars leaving/entering street parking without signaling, abrupt braking by taxis and ride-share causing "near-misses"). It does not make sense from an efficiency standpoint to have street parking on Lyndale. The city plan clearly depends on Lyndale as a major north-south corridor through south Minneapolis. Buses, cyclists, pedestrians, and personal and freight traffic all travel along this corridor--especially so now that the 35W exits/entrances are closed north of 46th street. In my observation, the main cause of delays on the bus are attributable to the constriction and uncertainty caused by street parking. This obviously deters people from using mass transit--because of unreliable wait and travel time--thereby exacerbating the traffic problems even further. It would make more sense if the city prohibited street parking along major corridors such as Lyndale Avenue and replaced the parking lanes with dedicated bus lines -- perhaps even separated by a median. This would improve the timeliness of the buses along these major routes and discourage people from driving. People who insist on driving their personal vehicle for activities that require them to park near Lyndale should be forced to find parking on a side-street. It is unfair to people who use more efficient and green modes of transit to have to endure slow commutes and trips because of other people's more resource-consuming choices.</p>
352	Design	Free up congestion and overcrowding and allow more space for short term parking and walking - by requiring more underground parking.
353	Design	Can prioritize this through 1-on-1 engagement. Some streets: Bryant, Blaisdell, 1st, Nicollet, 31st, 35th, 38th, 26th, 28th

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354	Design	Great idea
355	Design	I am worried that in developing these plans, the city is ignoring the many of us who live in suburbs but work and play and eat in Mpls. Mass transport is not an option for me except buses in rush hour. Already I've dropped whole neighborhoods of restaurants for lack of parking options. Planned changes in Uptown will probably change my theatre habits for Jungle Theatre. If I can't drive and plan to park, I can't visit the city. This is not NYC where suburban folks can take the train in day or night, hop the subway to destination. Walk from my house? 4 hours per Google Maps. Weekend bus? 2.5 hours each way w/multiple changes. Planning for a thriving metro area needs to include adequate access for the MANY patrons of restaurants, museums and theatres who do not fit your distance parameters. If not, the city will die a slow death by a hundred scooters. Please keep us in mind as you plan.
356	Design	I have recently been trying to apply for the paint the pavement program and it is an incredibly huge barrier! We had an artist and a design and community buy-in all lined up...only to find out that we had to wait 6 whole months for the next approval cycle. Excited to see this in the plan!
357	Design	YES! This is do-able and would greatly increase quality of life for residents and bike/walkers! Specifically, the Whittier/Lyndale Bikeway project. Barcelona's superblock program is an excellent example we could start doing in neighborhoods like Whittier and Wedge that have high density and walk/bike mode share!
358	Design	Would be cool if this incorporated human-centered design strategies like personas to prioritize street features rather than just competing on traditional transportation metrics.
359	Design	Can we do this with Hennepin County streets as well? Require all HC streets to meet MPLS standards?
360	Design	I completely support this whole section. It's a bit vague though and e.g. 3.2 could use some details.
361	Design	link this to the "remove slip lanes" concept elsewhere. and use this to help narrow lanes too. 2040 may be too far off - we should do 40% by 2030 and 50 by 2040!
362	Design	YES, to more plazas and car-free streets! It makes the city seem like much more of a destination for locals and tourists.
363	Design	I wonder sometimes why we don't do more paint in general, to indicate different lanes, crosswalks, vehicle types, etc.
364	Design	It would be nice to not need to cross so many parking ramps entrances/exits when walking around downtown
365	Design	Walking needs to be safer, friendlier, and prioritized all over the City and over all seasons. Thanks for prioritizing this.
366	Design	I would like to see many of the one-way streets converted to two-way streets. The one-way street design encourages cars to travel faster, which does not help foster vibrant public spaces.
367	Design	Make them permanent programs but NOT seasonal.

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368	Design	<p>Leave the streets as they are. They are working well. The ideas are a waste of time and effort. When the Hennepin Bottle neck was redone it eliminated a lane of traffic and there are more accidents and injuries than ever before. The Civil Engineers don't know how to design streets etc. The idea of making streets narrower is a real safety hazard and totally unsafe. Keep the streets wide so there is room for traffic and multiple uses. There is room on the side of streets now for walking, trees etc. No need to put trees in the middle of streets and take up much needed space for cars, trucks, buses, etc.</p> <p>What we have today works great. The new ideas are dumb and trendy but don't work. If people are injured now it is because bicycles, and pedestrians do not obey traffic signals, traffic laws and feel they are superior to autos and want to show off their green thinking liberal attitudes.</p>
369	Design	<p>I was again disappointed when examining the verbiage of Design action 2.5 (car-free streets) more closely. I originally thought this meant *do* car-free streets, rather than exploring opportunities for them. Why would researching this be a high difficulty action? In any case, having some car-free streets would put us in the company of other great cities making such bold moves such as New York, San Francisco, Barcelona and Madrid.</p>
370	Design	<p>I support these strategies and would encourage the city to make sure that new processes created to allow more creative uses of public space do not have too much red tape on them. People won't create plazas, request benches, paint the pavement, or establish parklets if the process is too difficult or extensive.</p>
371	Design	<p>I'd strongly encourage putting greening elements between bikeways and sidewalks to give people somewhere to store snow in the winter. Currently, bikeways that are right next to sidewalks just get all the snow dumped into them from the sidewalk, and they remain unusable for longer periods of time (31st St between Bloomington and 21st Ave is a good example of this).</p>
372	Design	<p>Please add this language to section 3.4: Ensure that City staff and city contractors are using only the minimum amount of chloride needed to melt ice and protect public safely. Ensure that all City winter maintenance staff are Smart Salt trained and certified through the MPCA. Report to the City Council annually on salt use and reduction. Promote the MPCAs Smart Salt training to property owners in the City of Minneapolis. Consider adopting an ordinance requiring property owners in the City who apply chloride for winter deicing to be trained and certified.</p>
373	Design	<p>Milwaukee Ave is popular for a reason. YES PLEASE.</p>
374	Design	<p>I dream of a Minneapolis with more blocks that have zero curb cuts. We can make it happen.</p>
375	Design	<p>Yes. Also have copies of it available at all libraries, for those without internet or who prefer reading on paper.</p>

376	Design	Of all the areas in the plan, I feel this is the most important. You can make regulations and put up signage, but it is the design of transportation that has the most impact. Example: people will tend to drive to the speed that a road is designed for, regardless of laws and signage. The design category should also extend to building codes that will also help enforce certain goals. For example, if you want people to drive less, they need to have shops and services that they can walk or bike to easily. This means zoning laws need to allow businesses to be close to residents, not zoned apart. See concepts like New Urbanism and Transit Oriented Development for city design patterns.
378	Design	Recognize the use of deicing chlorides (salt) for snow and ice removal also permanently pollutes our freshwater resources. To prevent unnecessary over salting ensure that Mpls. Public Works employees and supervisors responsible for snow and ice removal are MPCA Smart Salt trained and using best practices to reduce deicing chlorides while still providing safety for the public. Require all snow and ice removal contractors operating in Mpls. to be MPCA Smart Salt trained, certified and using best practices to reduce deicing chlorides while still providing safety for the public. Have Mpls. Public Works report to the Mpls. City Council annually on deicing chloride use and reduction. Continue investigating alternatives to traditional salt and sand winter maintenance.
379	Design	Please consider removing X% of street parking in high volume pedestrian areas, near transit tops, and in other active neighborhoods, and replacing them with parklets, planters, or other greening elements. Washington Ave in North Loop is a great example -- several new parking ramps have gone up in the area, there is always available street parking, we should remove 1-2 spaces per block to add some greenery in a neighborhood that lacks much in the way of parks, but has so many people who live on this block (and walk here)
380	Design	I strongly support this proposal. I believe every restaurant/retail outlet should have the right to convert the parking space in front of their location to a parklet or street cafe. This would make a major difference for those smaller restaurants who will have trouble accommodating social distancing inside their existing spaces -- these programs are such a boost to these businesses and improve street life so much.
381	Design	As I commented in bike section, designing bumpout in sidewalks that eliminate a right-hand turn lane is creating pollution. Again, this is MN. People love bikes; people require cars. I sent pictures to PW in the last couple of years of backup created on route into downtown (I was on bike) due to bumpouts at intersections in the downtown. Please do a pollution study some time on the lanes that contain protected bike lane pylons and bumpouts. Cars exist - people get that everyone should cut down on driving. Enough said but not heard
382	Design	Make sure to include non-motorized vehicle freight deliveries.

383	Design	<p>The Transportation Action Plan is a visionary document that is light years ahead of what transportation looks like in Minneapolis today. Along with the city's Vision Zero and climate goals, the strategies and actions outlined in the TAP, if completed, will make Minneapolis a beacon for cities nationwide. The TAP is data-driven and bold while stressing humanity in its focus on equity and safety.</p> <p>The last 100 years of automobile-centered social engineering haven't worked out very well for us: communities have been destroyed, climate change is accelerating, and our streets our too often hostile to people, both inside and outside of cars. The TAP's focus on rebalancing space and designing for people is a wonderful framing of what we need to do as a city, state and country to curb emissions, increase prosperity, and help dismantle years of institutional racism. For too long, transportation has been focused nearly exclusively on the automobile, to the detriment of our communities, our health, our cities, and the planet. I love that the TAP makes decreases in VMT explicit; it's clear that we need to drive less as a city and a society and improve alternatives to deriving.</p> <p>I do worry that funding for the plan may be difficult given the current pandemic. I realize that right now, and possibly over the next few years, our focus will need to be on providing essential services and supporting essential workers. That said, I am confident that we will come out of this crisis stronger and will need a visionary plan like the TAP more than ever in the years to come. I appreciate all of the time and effort put into this plan its authors and am strongly supportive of its goal.</p>
384	Design	<p>Plaza's would be an excellent addition. What about small commercial endeavors also. Perhaps electric plugins for food trucks so they don't need to burn fossil fuels.</p>
385	Design	<p>This should be: explore opportunities for car-free streets, implement pilots and make permanent. This is an important way Minneapolis can differentiate itself as the city that prioritizes people. In seeing the street closures during COVID-19, there have been families biking, using wheelchairs, walking carefree in a way I've never seen before in Minneapolis. We need permanent car-free zones across the city (not just downtown).</p>
386	Design	<p>Yes. Also, make sure any new stretches of sidewalk to be constructed (whether filling a gap or due to development/street reconstruction) are designed/built to actually drain in all weather conditions.</p>
387	Design	<p>Make the Complete Streets checklist publicly and widely available. Currently, city inspection of projects does not seem to include a walking/rolling perspective, but there are few guidelines to help those who are noticing problems know when/where/how to report them.</p>

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388	Design	<p>Instead of reviewing every two years, set up triggered review points: when CO2ppm hit certain points, or when mode share shifts happen, or ????</p>
389	Design	<p>I live near Milwaukee Avenue, and that two blocks stretch of car-free street is a reminder of what a city could be, rather than what we have chosen our public space to be. I see people sitting on their porches, children and pets wandering in a way that's not possible when cars are nearby. Then, at a busy intersection in front of my house I watch kids play on scooters on the slice of sidewalk they're allowed to use, and it's hard not to feel like we've failed them and ourselves by letting cars have so much of the city.</p> <p>In this plan, I see an acknowledgement that the Minneapolis 2040 goals are important. And the TAP is full of practical ways to get closer to those goals. But we need to acknowledge that cars are the thing that kills and injures vulnerable road users, that causes emissions, and makes us wonder if we should let our kids play outside. Even if every vehicle was electric, if every bike lane had planters filled with flowers, if we succeed in reaching Vision Zero, I don't think we've addressed the fact that cars are, fundamentally, not good neighbors. I can imagine a city where less than 1/4 of the land is not for or adjacent to cars, and it's something I want to explore.</p>
390	Design	<p>NO. The best and most human streets are those that meet minimal base needs (smooth surfaces, lighting), but are flexible and adaptable, and feel different block to block.</p> <p>Mpls needs more variety. Right now, it is a boring city to walk in, in part because our street designs do not allow for a sense of place.</p> <p>Prioritize sense of place--not top-down design--that allows for the feel of a street to shift every 20'.</p> <p>The character of streets should NOT be a City/PW decision. The City should ensure safety, comfort, and basic services, but not maintain rigid control over things like style of light pole. Create a design guide for what a street needs to do to meet pedestrian needs (if it meets walking/rolling needs, it works for everyone), not what character it should have.</p>
391	Design	<p>BAN AVs. Automated vehicles are NOT a feasible technology at this point, and they lock in the racism, classism, ableism, and car-centrism of the corporations and people who design, program, manufacture, and sell them.</p> <p>PREEMPTIVELY BAN AVS.</p>
392	Design	<p>To enable walking, benches are a necessity. The city needs to be proactive in installing benches, not just revamping a request process.</p>

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393	Design	Yes, provided we agree that "underused street space" includes ALL parking spaces and most vehicle lanes (all wider than 9' excluding bus-only lanes, any third lane on any street).
394	Design	<p>Do this only if you are using the principles espoused by Hans Monderman. Predictability in urban street design leads to danger and conflict.</p> <p>Make sure this follows current Complete Streets policies, putting people walking/rolling first, rather than current city policies that put cars first.</p> <p>Consider how these concepts/cross-sections will each function as climate breakdown intensifies: can they handle sudden modes here changes? are they easy to maintain/repair without heavy machinery or access to materials only available from overseas? how do they do with intense/extreme weather events? what resiliency do they provide for communities under stress or facing food shortages?</p>
395	Design	<p>BENCHES ARE NON-NEGOTIABLE.</p> <p>This is NOT okay, to make benches a request process, rather than STANDARD BASIC INFRASTRUCTURE.</p> <p>To have sidewalks without benches is to fail the first test of walkability.</p> <p>Benches MUST BE A REQUIRED AND DEFAULT PART OF ALL CITY WALKABILITY PLANS.</p> <p>There is no walking without resting.</p> <p>It CANNOT be up to adjacent property owners, neighborhood organizations, businesses, or others to determine if an elderly person walking home from the grocery store has the right to sit to rest for a bit.</p> <p>This is ABSOLUTELY not ok. Benches are fundamental.</p>
396	Design	Yes. Or consider the inverse, where the city chooses not to enforce any prohibitions on this, to reduce barriers, particularly for historically excluded communities
397	Design	<p>Make car-free the default. Make sure car free streets are those that have our densest commercial and residential uses.</p> <p>Get rid of private vehicles on all bus routes.</p>
398	Design	Yes. Also make sure to incorporate (and pay for) indigenous expert knowledge on this climate and landscape to create thriving green streets.
399	Design	YES!!!

400	Design	<p>YES!!!</p> <p>Narrow all curb cuts to max one car-width (9'). Make sure there are physical barriers to keep drivers from taking wider turns.</p> <p>Create guides for tactile and visual differentiation between sidewalks and driveways, to make it clear that the sidewalk has right of way, not the driveway.</p> <p>Remind property owners with curb cuts that they need to shovel their sidewalks at the curb cut DAILY because vehicles drop snow/ice chunks/slush from the wheel wells.</p> <p>Do NOT allow new curb cuts unless it's trading a curb cut on a community corridor/pedestrian arterial/bus route for one on a side street.</p>
401	Design	<p>SIDEWALKS ARE FAILED INFRASTRUCTURE.</p> <p>Design sidewalks that drain (and remain clear) at least as well as streets, or else cede the streets to those walking and rolling, who are the lifeblood of our city (and any city).</p> <p>STOP FETISHIZING NOVELTY/TECH.</p> <p>Don't only test/evaluate "new and emerging" techniques, but also HISTORICAL techniques--look at what's been used for thousands of years without relying on fossil fuels as either a material OR an energy source.</p> <p>Stop throwing away the knowledge of thousands of years to chase a kick-starter pavement type instead (sure, chase one, innovation is great, but put 90% of the effort into verified and proven tech, like pavers).</p> <p>YES to supporting test/evaluation of other techniques by PW.</p> <p>YES to basing judgment on the lifecycle carbon footprint.</p> <p>Include extraction/transportation of materials in this footprint.</p> <p>Consider NOT just carbon footprint of the materials, but also how flexible/resilient the materials are in crises--e.g. how easy they are to repair, how disruptive repairs might be, what the waste stream is.</p>
402	Design	<p>Make sure this includes multi-solving and degrowth principles, not simply environmental "stewardship" objectives that treat humans as separate from and independent of natural processes (including those of the build environment/streets).</p>

403	Design	<p>YES!!!</p> <p>When increasing green space, plan landscaping that serves as many functions as possible: stormwater mitigation, heating/cooling, shade/sun while walking, habitat for wildlife, edible for humans, etc.</p>
404	Design	<p>Yes, but also ask the right question.</p> <p>To reduce sand/salt use, we need two things:</p> <ol style="list-style-type: none"> 1. sand/salt should ONLY be applied by trained/certified professionals (not every single property owner), and 2. Minimize cumulative salt needs (salt use = # of ice-overs * sq footage) by reducing both of these numbers. Keep in mind that sidewalks are designed to have melt continually flow over them, which means that they need to be salted/sanded frequently, while roads are designed to shed water and not have it return before the next precipitation event. <p>Sidewalks AS BUILT/DESIGNED take extremely high salt/sand inputs to keep them clear, particularly as applied by non-experts who often use salt IN PLACE OF shoveling.</p> <p>Roadways salt/sand use can be decreased by narrowing roadways and supporting traditional forms of transportation (walking/rolling/biking/busses).</p> <p>Explore different surface treatments for different surfaces uses. For example, what is easier to walk on in the winter will not necessarily be easier to use a wheelchair on, and vice versa.</p>
405	Design	<p>YES!!!</p> <p>But also! Right now, the public right of way design is such that sidewalks are treated first and foremost as part of stormwater management, and secondarily as transportation networks. Stormwater from adjacent properties runs OVER sidewalks, then boulevards, before entering storm drains.</p> <p>Stormwater management should not have water running over our walking infrastructure. This injures and kills people by creating icy conditions, especially black ice, in the winter.</p> <p>Incorporate not just native plants, but also edible landscapes.</p>
406	Design	<p>Transit routes should NOT allow private vehicles on them. Street design policy that supports transit should remove ALL private vehicles from the public right of way.</p>

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407	Design	Yes.
408	Design	<p>YES! Make sure to also STOP REMOVING STUMPS when trees are cut down--tree stumps are themselves microbiomes and provide habitat for a wide variety of species, from insects to fungi.</p> <p>What is interesting/pleasurable differs by pace. Variety is key-- monocultures and rigidly uniform landscapes are car-centric. Walking landscapes are those that vary wildly every 10-20' in scale, species, sound, smell, shadow, scope.</p> <p>For walking, variety is better than beauty, because it engages. Create/allow greening elements to be landscapes that encourage children (and others!) to stop and observe: tiny mushrooms on trees, raised garden beds, vines on sculptures, rocks and water, etc.</p> <p>Plan landscapes that smell and sound different as you pass through them depending on time of day/year. Plan landscapes that alternately envelope walking paths in a tunnel of lilacs or apple blossoms or give a broad sightline, that feel cooler or warmer as you pass through them.</p>
409	Design	<p>Widen boulevards to support healthy trees.</p> <p>Plant food trees, for long-term food resiliency: chestnuts, pecans, hazelnuts, cherries, apples, etc.</p> <p>Protect trees from harm in sidewalk and street construction projects.</p> <p>Encourage pedestrian/tree relationships by sharing more information about or celebrating favorite street trees.</p>
410	Design	<p>YES!</p> <p>Also, often agencies (PW/Metro Transit) support policies that require people walking/biking/rolling to sacrifice safety and comfort (e.g. blvds) in order to keep accommodating drivers alongside transit. This violates Complete Streets.</p> <p>Transit stops should be IN LANE ONLY. Pull-in/out bus stops reflect car-centrism.</p> <p>All LRT traffic signals MUST have auditory pedestrian signals. Trains can't brake quickly and easily. Drivers can and should.</p>
411	Design	Yes. Make transit intersections and stops safer by prohibiting private vehicles, whose drivers are much less cautious and have much laxer licensing/regulation.
412	Design	YES! Also somehow indicate on the street the bus routes! Like a middle-of-the-lane stripe for a bus in a certain color, width shifting depending on frequency...
413	Design	I love all of these!

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414	Design	<p>Legally challenge/reject ANY street typology that funnels high volumes of private vehicle and truck traffic onto bus routes/community corridors/high density residential corridors (per Mpls2040).</p> <p>If funneling private vehicle/large truck traffic to limited roads is a legal necessity, create a new street typology to make sure this happens on streets with the lowest density residential, with higher per-housing-unit property values than any others parallel.</p> <p>Do NOT accept environmental racism in street typology.</p>
415	Design	<p>Reject MSA funding if and when it conflicts with current Complete Streets policy, especially for bus routes, community corridors, and high-density residential streets.</p>
416	Design	<p>There are two critical issues I wish to highlight. These are "nimbleness" and "winter"</p> <p>"Nimbleness" refers to the safety and financial imperatives of using quickly deploying solutions using lower cost materials to improve transportation safety. In the COVID and post-COVID world of social distancing, increased walking and biking numbers, and financial crisis, quickly deploying solutions using lower cost materials MUST become the culture of the City. Time, and money, are of the essence. Absolutely do large capital-intensive projects to increase the walking quality of Minneapolis, but a culture of waiting years to do those as the primary method of improving the walkability of Minneapolis cannot continue. Being nimble, with project timelines, materials, and cost will be necessary so the TAP is not rendered outdated on arrival by changing conditions including COVID and climate change. This should be codified in the TAP.</p> <p>The second critical issues I wish to highlight is winter maintenance. Without implementation of effective winter maintenance of pedestrian infrastructure, the TAP is merely a fair-weather plan. The TAP is the line in the snow. Does Minneapolis want to be a year-round walking city or not? The answer should be a resounding "yes". This simply will not occur without prioritizing winter maintenance of pedestrian infrastructure in the TAP.</p> <p>Thank you.</p>
417	Design	<p>Please add an action to prevent funding for new motor vehicle infrastructure, and only allow funding to repair, maintain and decommission existing motor vehicle specific infrastructure.</p>
418	Design	<p>I think one of the best ways to make a neighborhood more livable and desirable is to have narrower streets. Narrow streets encourage cars to slow down, and make things feel human-sized and much more inviting for walking or biking. Obviously not every street can be like this, but it's a choice in design that I think is overlooked.</p>

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419	Design	Super important!
420	Design	Yes, to all of this! Also, please add an action to not build any more parking spaces.
421	Freight	Please determine how you will manage deliveries from encroaching bike paths. This habitually happens (particularly downtown) and that is not safe for helpful when building a bike system.
422	Freight	<p>Looking at the map, I see a lot of gaps and dead-ends of 10-ton truck routes. When a 10-ton truck reaches that dead-end, are they just supposed to stop and turn around?</p> <p>I'm looking specifically at Marshall St. NE, north of Broadway, as well as the stint on Lowry NE between Marshall and the train tracks.</p> <p>I wish these route segments would be removed and the freight operators would distribute into smaller vehicles which would better navigate the streets.</p>
423	Freight	I am concerned to see the 3rd St viaduct connecting to Washington ave SE listed as a 10-ton truck route. I regularly cycle across the Washington ave Bridge, and I like the car-free aspect of biking next to the light rail and buses, but if trucks are introduced to that stretch, my safety is greatly jeopardized.
424	Freight	<p>1) Until you start ticketing delivery trucks, etc. for stopping in the middle of the single lane/boulevard (like Lyndale Ave S) thereby blocking the only throughway for others, then none of these reductions of roadways are going to work. They also FREQUENTLY stop in bike lanes and I feel extremely nervous zipping out into the auto lane to pass them. they are dangerous.</p> <p>2) Where can vehicles of all sorts park? What is the plan for this?</p>
425	Freight	It seems unnecessary to have so many north-south 10-ton routes so close together through North and Northeast.
426	Freight	<p>I live on University Ave in Northeast. I like how my street is listed as a priority for walking, biking and transit. I walk about 90% percent of my trips.</p> <p>However, I saw that it is also still a freight route, as is Central.</p> <p>I look forward to see the safe design changes that are implemented.</p> <p>However, as a person who feels the semis brush by as I stand in my yard, I have a hard time picturing vision zero and pedestrians, bicycles and semis sharing space.</p> <p>Is it possible to limit the size of the trucks within the city? We could have hubs on the edges of the city and off of 94 and 35 where smaller vehicles could deliver within the city.</p>
427	Freight	"Hennepin Av E to City Limits". --- This is a thriving small business community, residential neighborhoods, increasing pedestrian area, and a route with on-street bike lanes. Why not send these large trucks up 35W, then New Brighton blvd?

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428	Freight	Love this. Let's only allow small vehicles, low-GHG emitting vehicles in the city.
429	Freight	<p>I don't see any actions that are focused on eliminating the biggest trucks in the city, limiting their use to corridors where they are absolutely necessary. Big trucks don't belong on neighborhood streets (like mine), and they don't belong on the bikeway network where they have an awkward tendency to crush people to death.</p> <p>I also don't see any actions focused on prohibiting or discouraging freight vehicles that are loading/unloading from blocking bike lanes or crosswalks or bus routes. (Smaller vehicles help with this, too! As would prohibitions on double parking/blocking non-car traffic.)</p>
430	Freight	Let's make sure the freight network is separated from the priority pedestrian and the all ages bicycle network
431	Freight	This should include congestion pricing and dynamic curbside parking? The revenue should go to bicycle and ped and transit projects!
432	Freight	Let's make sure these trucks aren't routed through lower-income neighborhoods - _ -
433	Freight	This is really important. Freight is a huge source of transportation emissions.
434	Freight	Freight operators won't transition en-masse to low or zero emissions vehicles without a push from someone, so perhaps the city could implement scaling charges based on the level of emissions, in order to reduce emissions, particularly in areas of concentrated poverty, which have had higher levels of pollution for decades.
435	Freight	Freight action 1.2 is a great idea. It depends on winter sidewalk/bike lane clearance, but cities in Europe and elsewhere have had measurable success with e-cargo bike last mile deliveries. While it's not mentioned as one of the supporting goals, this action would also support equity, since removing large trucks from the street mix would benefit communities close to arterials, highways and freeways that are disproportionately impacted by air pollution.
436	Freight	Let's use our Complete Streets policy to encourage alternatives to large trucks for freight. What deliveries can be made by bicycle? A lot in the urban core! We need to rethink how goods are moved around our city.
437	Freight	Yes, we need to rethink freight in our city. How can we reduce the number of UPS, Amazon Prime, FedEx, DHL, etc. trucks that are constantly driving through our neighborhoods?
438	Freight	Large freight deliveries should be made during off-hours. I strongly support this pilot.
439	Freight	Drop-offs need to not get in the way of any pedestrian, bicycle or transit infrastructure.
440	Freight	NO. Current levels of consumption are not in line with necessary CO2e emissions reductions. Coordinate with CPED to make developers design for more sustainability, not less.

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441	Freight	Several Freight policies (1.2, 4.2) mention encouraging smaller delivery vehicles (including bikes, personal vehicles, vans or electric vehicles), but don't seem to be very specific, beyond "encouraging" companies to do so. This seems like a major win, both from a street life/quality of life position (fumes, noise, space), as well as a road wear & tear position (large trucks are costly on our roads!) How can we go beyond encouragement to make it a financially beneficial decision for companies -- the only way they are going to invest in new vehicles types and distribution strategies? Could dynamic curb pricing (Freight 5.5) also take into account size of vehicle? Small personal vehicles or vans get steep discounts vs. large trucks? Could off-peak loading incentives (6.4) be even steeper if fleet is small vehicles? Or reversed (give on-peak loading incentives) for cargo bikes? Could we add sticks to the carrots to make large trucks disincentivized financially, particularly during daytime hours? I think more needs to be done here.
442	Freight	YES! THIS IS HUGE! THIS SHOULD BE IN WALKING/BIKING SECTIONS TOO! Large vehicles create incredibly dangerous conditions (and require dangerous infrastructure) for people walking/using wheelchairs/biking and should be phased out as rapidly as possible. Yes, to non-ICE options!!!!!!!!!!!!
443	Freight	Yes! Also, restrooms at mobility hubs--COVID is highlighting how much delivery workers (and bus drivers) rely on open businesses for basic needs like restrooms. These need to be provided publicly.
444	Freight	Yes. Also do this for waste services for commercial buildings, including multifamily housing, so that those who live in denser areas are not subject to constant dump trucks.
445	Freight	Make sure that this protects residents of adjacent streets, as well as other vulnerable users, like children during recess, etc.
446	Freight	ONLY do this if they are still safe to walk down. Alleys are fundamentally shared use streets and should not be treated as throw-away spaces.
447	Freight	DO NOT VACATE ALLEYS. NO ALLEY "MUST" BE VACATED. Giving away alleys (or any public right of way) directly harms walkability and accessibility for decades. It CANNOT be allowed.
448	Freight	Do NOT do this data collection without some commensurate count to pick up the level of non-motorized transfer of goods already occurring.
449	Freight	I trust this includes keeping track of dangerous substances being transported through the city, including explosives and deadly chemicals?
450	Freight	Yes, provided it does not overlap with the PPN except at bridges.

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451	Freight	<p>"Freight needs" is a very dangerous concept to add into Complete Streets. Humans do not "need" endless new consumer goods from Amazon. Humans NEED to be able to get around safely. Humans NEED to reduce consumption of new consumer goods in the face of a climate emergency. This includes residents of Mpls.</p> <p>Do NOT incorporate freight into Complete Streets without grave consideration and caution, and while checking with the PAC/BAC.</p>
452	Freight	<p>YES, YES, YES.</p> <p>This should also be in walking/biking sections.</p> <p>Semitrucks and even SUVs do not belong in cities without special daily permits for very limited reasons. Help transition drivers to other modes.</p>
453	Freight	<p>Yes, provided it does not overlap with the Pedestrian Priority Network except for at/adjacent to bridges.</p>
454	Freight	<p>YES, make it align in particular with the equity goals, with 2040, and make sure it doesn't overlap with the PPN OR transit corridors--truck routes CANNOT be along high-density residential corridors where residents are disproportionately renters, low-income, BIPOC, disabled, elderly, and other already-vulnerable groups.</p> <p>To make densely populated residential corridors simultaneously truck routes is to use the lungs of the poor as a buffer for fewer, more privileged, wealthier people living on side streets.</p>
455	Freight	<p>Make sure this information is communicated to people walking/rolling/biking/using transit as well, as detours onto the PPN, for example, could impact safety and timing.</p>
456	Freight	<p>Truck routes CANNOT be along high-density residential corridors where residents are disproportionately renters, low-income, BIPOC, disabled, elderly, and other already-vulnerable groups.</p> <p>To make densely populated residential corridors simultaneously truck routes is to use the lungs of the poor as a buffer for fewer, more privileged, wealthier people living on side streets.</p>
457	Freight	<p>Sure.</p>
458	Freight	<p>Make sure these are at the edges of the city; large trucks do not belong in the city and EVs are not a sustainable option for most transportation needs.</p>
459	Freight	<p>YES!!! (Make sure trucks are appropriately sized for a city, with drivers sitting no higher than 5' off the ground)</p> <p>Also, facilitate and expand pushcarts of all sorts, which are a valuable historical technology, particularly for business districts.</p>
460	Freight	<p>Walking corollary: document all desire paths.</p>

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461	Freight	Make every transit corridor a Low Emission Zone. Do not forget to include particulate pollution from braking and wheels in evaluating the harm done by vehicles to public health.
462	Freight	Yes! Also, create a reporting mechanism for violators--right now there is nothing feasible, and trucks will often idle for literally hours on major residential corridors.
463	Freight	Yes, and gather data on the CO2e emissions of what's being shipped, to understand if this demand/supply is at its peak (new goods) or stable (food, secondhand goods).
464	Freight	yes, and consider whether this is induced demand (i.e. inefficiency in waste management, etc.)
465	Freight	Do NOT do this without recognition and study of the fundamental unsustainability of e-commerce as it exists now, vis a vis climate breakdown. To gather this data sans environmental consideration will lead to badly designed right of way.
466	Freight	yes.
467	Freight	Make sure that truckers and other marginalized/exploited workers are elevated in these conversations. Make sure the labor issues implicit in freight as it currently exists are highlighted. Ensure discussions with the MFAC happen ONLY within the framework of spiraling climate breakdown and a need to respond to the climate emergency by drastically and rapidly reducing CO2e emissions, both in moving goods and in manufacturing them.
468	Freight	Yes. Make sure to center a) climate breakdown, b) racial and environmental justice, and c) walking/rolling/biking.
469	Freight	Yes, but remember that functional neighborhoods (not City-defined neighborhoods) center around community corridors that have historically been truck routes. You cannot sit outside a restaurant or cafe on most community corridors and have a conversation without having to pause repeatedly because of the noise of trucks going past. Assess the pre-delivery and post-delivery impacts of e-commerce. Increased consumption generally also increases waste; this is a spiral of increased pollution and rising CO2e that is out of line with all city goals.
470	Freight	Consider what other uses are adjacent during "off-peak" hours; e.g. recess at schools, people sleeping in nearby apartments, etc.
471	Freight	yes, but consider who is impacted during "off-peak" hours.
472	Freight	Yes.
473	Freight	Yes
474	Freight	Yes. Create programs to support transition to less exploitative jobs.

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475	Freight	<p>BAN AVS.</p> <p>Relax the ban if and when they are shown to be compatible with urban public right of way uses, including in winter, and do not disproportionately target or kill BIPOC/disabled or other marginalized people.</p>
476	Freight	<p>FIRST EDUCATE TRUCK DRIVERS.</p> <p>Not every person who walks/bikes/uses a wheelchair is going to have the capability of looking out for and responding to a large vehicle as they should. People might be experiencing mental health crises, be disabled, or have other cognitive or physical limitations that put them at risk.</p> <p>BUT EVERY TRUCK DRIVER SHOULD BE ABLE TO AVOID KILLING SOMEONE IN A CITY. That's part of a commercial drivers' license.</p>
477	Freight	<p>This is incredibly important to improving safety in our communities and encouraging more people to walk and bike. Large trucks do not belong in urban areas.</p>
478	Freight	<p>Autonomous delivery bots will clog the sidewalk, prevent disabled users from traveling safely, and open themselves up to vandalism. this should not be a city priority.</p>
479	Freight	<p>I am encouraged that Nicollet-Central is referred to as "high-capacity, neighborhood based." I strongly support an ABRT line rather than a streetcar for this route, because of reduced construction and capital costs, faster implementation schedule, and the same benefit to transit riders as a streetcar.</p>
480	Freight	<p>The transit speed limit on Nicollet Mall should be increased. It takes far, far too long to get from one end of downtown to the other via bus. Additionally, better enforcement of blocking the box should be implemented to reduce delays.</p>
481	Freight	<p>Strong support. This shouldn't be difficult to do at all. You can do it with just a weekend and some red paint. No reason why this should be drawn out for further study / community engagement / stalling -- just do it!!</p>
482	Freight	<p>Support. Consider in terms of winter biking - without protection, snow plowing forces cars to park in an adjacent bike lane making it unusable for bicyclists and forcing them to use car lanes. This is never enforced by 311 and is absolutely unacceptable as it renders our bicycling network unusable for half the year.</p>
483	Freight	<p>There should be a citywide ban on rights-on-red.</p>
484	Freight	<p>Where would these existing slip lanes be eliminated - is there a map of candidate removals?</p>
485	Freight	<p>4-3 conversions on all city streets should be implemented immediately.</p>

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486	Freight	YES, YES, YES. Strong support. If the city can ticket & tow cars within hours of a snow emergency being declared, why can't the same schedule and same level of enforcement be applied to sidewalks? The status quo is completely unacceptable. 311 complaints are noted, but not acted upon for several days after - and the timeline is reset if another snowfall occurs - meaning that problem sidewalks are almost NEVER cleared after reporting a violation. These ordinances should be enforced IMMEDIATELY after snowfall, with financial penalties.
487	Freight	Conversion of parking and low-volume street spaces into expanded dining zones should be implemented immediately given COVID19 and the current restriction on indoor dining.
488	Freight	Difficulty isn't high for these tasks. Just do it! Also, consider Washington Ave for transit-only lane - significant transit backups for buses at north end of Nicollet Mall and entering/exiting I-35W.
489	Freight	I support developing package consolidation centers. Delivering packages in smaller vehicles like cargo bikes will help reduce traffic and improve safety conditions.
490	Freight	The Freight network should be separate from the pedestrian priority network, and protected bikeways network.
491	Freight	Please ban semi-trailers from the city. At the very least, please limit their ability to come into the city to the overnight hours. Vehicles of this size cause a lot of problems - either by their operation, or because city engineers feel compelled to design for their usage. Smaller freight options are available and are currently being used in cities in Europe. Smaller emergency service vehicles are also available as well.
492	Freight, Bicycling	I would really like to see Minneapolis work to expand access to cargo and freight bikes, especially for lower income communities. Funding or grants to programs like Cycles for Change and Bicycle Alliance MN specifically to provide free and reduced-price cargo and freight bikes could allow caretakers and lower-income people to use bicycles for groceries, delivery, jobs, and to bring kids to and from school. Helping lower-income people make the most of our developing bike networks is critical for equity and for expanding access to jobs and resources.
493	Street Ops.	I see nothing in this plan about working with the state to rid our city of the dangerous and inequitable Portland and Park one-way pairing. It makes me even more upset in the context of the discussion of not allowing cars on Nicollet. Why should the east side of the 35W need to act as the input and output of downtown so that the west side of the highway can have exceptional transit connections and limit cars into the neighborhood?
494	Street Ops.	This should include designating car-free roads in more places around the city.
495	Street Ops.	When there are BRT projects by Metro Transit, I would like to see more proactive work to encourage bus only lanes, bike lanes, and 4 to 3 street conversions. I think there is a great opportunity with both the A Line on 46th Street and B line on Lake Street.
496	Street Ops.	Put meters on Eat Street, for the love of god.

497	Street Ops.	<p>Downtown bus lanes should be contraflow (example 12th Street from Marquette to Hawthorne. With-flow lanes required extensive enforcement expense, contraflow is pretty much self-enforcing.</p> <p>At all intersections where bus routes cross non-bus routes, program maximum green time to the bus route street, especially during off-peak hours when intersections are not at capacity.</p>
498	Street Ops.	<p>Great plan, lots of good ideas. Unfortunately, most of it won't happen. I think our city planning department has been effectively captured by urbanists, and therefore dutifully produces documents such as this one, which never have much effect on the real world. The vast majority of citizens of Minneapolis continue to be people who think driving is almost always the most practical mode for their trips. I, like you, think those people are wrong and bad, but they are more powerful than we are. As soon as their driving convenience is interrupted, they will revolt, and these plans will come to naught. See the plan to reduce traffic on Minnehaha parkway. Minneapolis ostensibly has a goal to eliminate traffic fatalities in the city by 2027. If the city were truly serious about this, the only realistic way to go about it, if not banning cars outright, would be to reduce speeds to parking lot levels, get rid of interstates, etc. So, it's not really a "goal," its rhetoric meant to placate people like me. This plan is going up against the inertia of decades of auto centric design, the opinion of a large majority of residents, and even likely state intervention if effective steps were taken to implement these goals. But least I agree with you guys, hope you had fun writing it!</p>
499	Street Ops.	<p>I am concerned that in several cases the priorities for safer/slower streets, which often comes with the reduction in street parking fails to consider the impact on small business owners which rely on street parking for much of their business. This should be a part of the strategy. If we lose some of these small businesses, we also impact other areas such as transportation to and from the local business.</p>
500	Street Ops.	<p>These strategies are reasonable but not nearly bold enough for the scale of the climate crisis we are facing. A sufficiently bold strategy would be to ban cars from the downtown area, like many cities around the world are already doing.</p>
501	Street Ops.	<p>I would love to see a streamlined process for businesses to be able to take over street parking for patio space, particularly in areas where sidewalk space is limited. (See, for example, Intelligentsia on Milwaukee in Chicago for a nice example)</p>
502	Street Ops.	<p>While I support an environmental goal as part of a plan with many goals, I believe it's unrealistic to not have a focus on automobiles too. Jobs are important to Minneapolis and the city does not have control of transit. A concern about business moving out of the city due to barriers and inconvenience in areas of recruiting and doing business needs to be looked at too.</p>

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503	Street Ops.	Better enforcement of vehicles blocking bike/ped lanes is important. Difficult to address but is frustrating.
504	Street Ops.	I have worked downtown for decades and noticed that outside of areas I frequent (other than Nicollet Avenue), the number of benches has decreased. As I age, walking is not an all or nothing activity for me. I can walk short distances but require a rest for my aging legs before continuing on. It is not a matter of "walk with no impediments" versus using a wheelchair or similar device. I am not prepared to "give up" being as mobile as I can be even if my doctor would judge me eligible for a mobility device. Until there are rest spots available on each block, I will continue to drive my car downtown and park in the closest space available. Please recognize that there are simple solutions that could make walking from a bus stop to a final destination more palatable for those who have modest mobility issues.
505	Street Ops.	I strongly support street operations strategy 2.2. The City needs to recognize the traffic on Cedar Avenue as folks use it as a main method to get from the South into downtown, the inefficiency of the road now because it doesn't allow for turning easily, no turn arrows, so traffic backs up or folks go around the turning vehicle and this is dangerous.
506	Street Ops.	<p>In Portland, OR neighborhoods are allowed to establish parking zones within which cars that are parked must have a resident's permit visible, or the driver must pay to park within that district (with time limits).</p> <p>The revenue from the permitting is then put into providing residents within the district access to a low-cost transportation wallet that allows residents to buy into a package that gives them year-round access to bike share and transit value.</p> <p>I think the City of Minneapolis should look into implementing the practice of charging for on-street parking in residential neighborhoods so that we can better utilize our curb space and use the revenue generated to encourage uses of active and more efficient modes of transportation.</p>
507	Street Ops.	<p>When implementing bus lanes during a reconstruction, the City should consider allowing buses in dedicated lanes the ability to drive first before other traffic.</p> <p>I have seen it happen often on Hennepin Ave where the bus in the bus lane cannot maneuver well around cars, and allowing the bus a head start should help with maneuvering, especially when a northbound bus needs to switch over north of Franklin Ave to head into downtown.</p>
508	Street Ops.	We should also incorporate people using personas. It's about people and how they travel not purely about types of ways to travel.

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509	Street Ops.	Does this plan mention land-use at all?
510	Street Ops.	<p>Until you do something to make transit safer, this plan is not going to work at all. Transit is not safe and as a single female, I refuse to ride transit alone at all within city limits due to the lack of action.</p> <p>you are forcing people to use transit and in turn forcing us to endanger ourselves and risk life and limb simply to achieve your political goals by making it prohibitive to use a car. please listen to your voters and taxpayers or they will leave.</p>
511	Street Ops.	<p>Please consider eliminating the use of the white, "walking person" pedestrian signal. A far better approach can be found in Washington DC, where the countdown timer starts immediately. This gives pedestrians peace of mind from the start, knowing exactly how long they have to cross. Also, in DC, crossing times are luxuriously long, which is fantastic for people with disabilities or people who simply walk more slowly. Minneapolis should look to replicate what DC does with its pedestrian signals.</p>
512	Street Ops.	Hallelujah.
513	Street Ops.	<p>I would encourage the city to set lights timed for 20 mph travel, even on arterials where the speed limit is 25 mph, as people tend to speed from light to light. I'd also recommend putting signs locations where speeding is an issue telling drivers that lights are timed for 20 mph.</p> <p>On high priority bike routes, consider setting lights timed for 15 mph travel, to prioritize the smooth travel of a bicyclist.</p>
514	Street Ops.	<p>The bike detour for the SWLRT project on the Cedar Lake Trail is VERY CONFUSING around the downtown closure. Near Kenilworth is okay. But trying to cut across near Loring park going into downtown there is not enough signage. I hope examples like this are addressed in the future.</p>
515	Street Ops.	Why are these the same?
516	Street Ops.	What about timing lights for bicycles and pedestrians first rather than private vehicle speed?
517	Street Ops.	Can we put something in here about cops/transit cops not idling their cars either, not parking on sidewalks, etc.? As a white person I definitely tell the cops to stop idling their cars, but it doesn't do anything.
518	Street Ops.	yes - I've always said, I'll stop running the lights when you time them right. The level of situational awareness it takes to be a walker or cyclist could be much easier if we shuffle up the signal timing to actually give peds and bikes priority over cars, like the priority pyramid says we should
519	Street Ops.	YES! most important for our broad county streets. It's part of design.
520	Street Ops.	yes - just this year the conditions at the new building at lake and Chicago were such that a stranger offered to help me through the temporary sidewalk there - and i took him up on it. I was too shaken up to do a 311 report at the time I think. very important!

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521	Street Ops.	something in here should be about stopping parking subsidizing by employers and businesses. throw a tax on it. ldk
522	Street Ops.	On this specific legislative goal, please also prioritize the elimination of rental tax rates leveraged on car-sharing. This makes car-sharing more expensive and less accessible to low-income communities and ACP50 residents, who need car-sharing access the most due to lack of car ownership and affordability.
523	Street Ops.	Some of the lights the light rail has to go through downtown stop the train so consistently it almost seems like they were timed to make sure the train stops. The 3rd Ave light is one example.
524	Street Ops.	YES.
525	Street Ops.	<p>I fully support traffic enforcement, and hope for significant expansion in enforcement through:</p> <ul style="list-style-type: none"> -more officers focused only on traffic enforcement -implementation of speed feedback signs -red light enforcement cameras <p>Too often I see unsafe driving while walking/biking around downtown and no one around to ticket this behavior. Safer multimodal activity can be achieved by better infrastructure design; however, enforcement is also a critical piece.</p>
526	Street Ops.	The city needs to prioritize behavior change of drivers through a coordinated campaign that includes education AND enforcement. The 311 system is completely broken. Physical design of bikeways and pedestrian walkways to prevent cars parking in them should come first, but short of that, new methods of enforcement need to be implemented. Why not let users submit photos and mail drivers a warning? Post officers in problem areas. Put enforcement officials on BICYCLES and drive high-traffic routes at rush hour.
527	Street Ops.	Start doing traffic enforcement by any and all means! What is the point of having any rules and regs when they are not enforced at all?
528	Street Ops.	remove enforcement strategies from the entire TAP because there is no mechanism to add enforcement without reinforcing racial disparities. Also, camera-based enforcement will worsen disparities, as we have engineered the most dangerous spaces, and spaces that are most inviting to black intersections/crosswalks/bicycle facilities in low-income, disproportionately BIPOC, historically redlined and underinvested in communities.
529	Street Ops.	Street Operations strategy 6 is important. By leading the region, we can impact communities outside of Minneapolis and help the region and state improve safety, air quality, and reduce emissions.
530	Street Ops.	Street operations action 3.2 (discontinue using vehicular level of service) is key. I fully support this action.

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531	Street Ops.	The city should ban cars altogether on selected streets, throughout the city.
532	Street Ops.	<p>Have you studied to determine the percentage of Minneapolis working adults who work within the city and can get by with two daily trips using mass transit? Since moving to Minneapolis in 1975 my entire working career has been in the suburbs. Many of my current neighbors have similar jobs and, in most cases, current mass transit does not work for us. It seems that the plan seems to push people like me into the suburbs. From what I have read is that public transportation has worked mainly in New York City and Seattle/Portland where the large employers are mainly near the central city. Where you have large employers at the suburban ring like Minneapolis mass transit struggles. This may be due to the higher property taxes which drives employers to the suburbs.</p> <p>How has this concern been addressed in the plan?</p>
533	Street Ops.	<p>Street operations strategy 5 notes that only 3% of the miles in the city are metered. I agree with the TAP action 5.1 to extend curb pricing to a market rate.</p> <p>I was initially excited when I saw action 5.7, but then dismayed when I realized that we are *studying* congestion pricing, rather than committing to implement it. Congestion pricing is crucial. When there are no barriers besides parking, which is often free or cheap, people driving have no incentive to not drive. But if there is a charge to enter the downtown core, it will help create a psychological barrier to driving downtown. This should be coupled with strategy 5 (extend curb pricing) so that it is less financially advantageous to drive. It should be less expensive to bike or take transit than to drive in order to meet our goals.</p>
534	Street Ops.	Street operations action 7.3 is a good idea that has been implemented in places like Copenhagen already (i.e. the "green wave"). Many existing bike routes in Minneapolis, such as Bryant Ave S and 26th/28th Streets are timed for car travel, not 10-15 mph bike/scooter travel.
535	Street Ops.	<p>I strongly support both these strategies.</p> <p>The city should always be aiming to decrease motor vehicle use.</p>
536	Street Ops.	The city's most dangerous streets are owned by Hennepin and MnDOT. Please hold County and State transportation partners to the same high standards set by the Transportation Action Plan.
537	Street Ops.	I strongly support conducting these evaluations, hopefully quickly. These streets are far too dangerous.
538	Street Ops.	This is great - there's a huge opportunity for small businesses to contribute to mode shift efforts if they are given the types of resources that Move Minneapolis can provide.
539	Street Ops.	LOVE IT!

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540	Street Ops.	TDM plans at private developments are an underutilized resource currently, so I strongly support strengthening how they are used to plan for and enforce mode shift activities.
541	Street Ops.	I would like to see Parking Benefit Districts included as a potential tactic for curbside management. They would bring particular benefit to 5.10 as the city considers expanding parking pricing to more corridors, as they can be used to help win over businesses and business district organizations to support the benefits of parking. And funding can be used in conjunction with Special Service Districts to help investments that make business districts more walkable and enjoyable to all.
542	Street Ops.	New Street Operations Strategy 10, Develop coordinated approaches both short-term (addressing symptoms) and long-term (addressing causes) with agency partners to solve real and perceived impacts to personal safety from crime, panhandling, and homeless encampments along the All Ages and Abilities Network.
543	Street Ops.	This says it is a high level of difficulty, but The City of Minneapolis created its Stay Healthy Streets so quickly and the installations were so simple. I'm positive this can be replicated quickly and easily across the city. Especially on Bike boulevards and other community corridors
544	Street Ops.	This says it is a high level of difficulty, but The City of Minneapolis created its Stay Healthy Streets so quickly and the installations were so simple. I'm positive this can be replicated quickly and easily across the city. Especially on Bike boulevards and other community corridors
545	Street Ops.	I support this.
546	Street Ops.	100%. I'm glad to see this as a priority. To me this is step #1 after (or even before) the TAP is passed.
547	Street Ops.	I've not encountered a single safe 4 lane undivided street. They turn neighborhoods into islands and trap people from visiting business, friends and family. We need to make them safer so people can more easily move about the city.
548	Street Ops.	Need to plan for decreasing motor vehicle growth, and this includes electric and autonomous vehicles. We need a network of streets without any cars at all. This is the 21st century. Let's get past our reliance on an outdated, environment-destroying technology.
549	Street Ops.	Yes! Yes! Yes! And try to influence funders and regulators to do the same. Metrics should focus on safety and increasing mobility for transit, pedestrians and bicyclists.
550	Street Ops.	I support this.
551	Street Ops.	I love this idea -- directions for events should start by mentioning bicycling, walking and transit. Driving and parking should be in small font at the end.
552	Street Ops.	I would like to see the city and Move Minneapolis work with employers to incentivize employees to walk, bike or take transit to work. So often employees are incentivized to driver because of parking paid by their employer. Too often people who choose not to drive don't realize those benefits.

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553	Street Ops.	Curb space shouldn't be cheaper than a parking garage. Let's get that fixed.
554	Street Ops.	Let's create more parklets, pedestrian plazas, bike storage, scooter storage, gardens, etc. on public right of way. We are inefficiently using public space by allowing free or underpriced car storage.
555	Street Ops.	To see a reduction on motor vehicle mode share, we should absolutely consider parking maximums for new developments and other strategies. This need to be paired with massively improving the pedestrian, bicycle and transit experience however.
556	Street Ops.	Yes, congestion pricing should be considered in at least downtown, downtown Northeast/Central Hennepin, and Hennepin/Lyndale in south Minneapolis.
557	Street Ops.	Yes, this is table stakes as a city.
558	Street Ops.	Yes, the street grid should be reconnected to make more walkable and bicycle street grids.
559	Street Ops.	Yes, automated enforcement should be a high priority.
560	Street Ops.	All traffic signals should prioritize pedestrians and cyclists. We need to shift mode share, and this is a huge step in how we do it. Why would we "punish" certain pedestrians/transit users because they live outside of an area, we deemed appropriate to have safe infrastructure?
561	Street Ops.	Transit should be faster than driving. All of these actions must be considered. I work in Fridley, and it takes me about as long to get from Fridley to downtown as it does to get through downtown. This is a choice (and not a good one). We can do better.
562	Street Ops.	Absolutely! Time it for biking especially. This is very effective in cities that have done it.
563	Street Ops.	Yes, only focusing on peak travel times creates awkward trade-offs and confusing infrastructure. It needs to be clear how a street should be used at all times. Compliance will suffer otherwise.
564	Street Ops.	The 394 offramp at Washington Avenue in the North Loop is a nightmare. That's one example of where this needs to be addressed.
565	Street Ops.	The city should advocate for control of county roads, which are our most deadly roads. They do not act with people in mind. In the least, the city should help them get off the idea of throughput/LOS.
566	Street Ops.	I used to drive the I-394 access at Washington Ave N. almost daily, and far too often I saw close calls because of dangerous design leading to bad driving. Pedestrians are terrified to cross at that intersection. This needs severe correction. Please eliminate it.
567	Street Ops.	Streets are only as safe as their weakest link. Detours need to be made according to the Complete Streets policy. Because safe bicycling infrastructure is so rare, there are often no good alternatives. The Green Line extension detours have demonstrated this (in a bad way).
568	Street Ops.	I support this section of the plan. Please be bold in ending the public subsidy for car use through free parking.

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569	Street Ops.	In place of vehicle LOS, quantifying potential or actual person throughput (people / hr. for each mode) is good. Throughput per greenhouse gas unit is another way to prioritize the overall goals for both moving people and reducing emissions.
570	Street Ops.	pricing, whether road access or perhaps parking cost, is the primary way mode shift will occur in Minneapolis. either parking must be made hard or expensive or both, and vehicles must pay a fee to access the roads. without these strong but feasible policy changes, there will not be significant movement toward other modes. congestion pricing does not go far enough, but in combination with higher prices for parking and reclaiming lanes for transit and bikes would be a good start in dense areas.
571	Street Ops.	Yes please!
572	Street Ops.	I support using automated enforcement to enforce blocking vehicles as well as speed limit violations.
573	Street Ops.	ONLY with consultation with the PAC/BAC.
574	Street Ops.	ALSO REDUCE VOLUMES. Reducing speeds alone is not enough. High Injury Streets tend to be bus routes/community corridors. Don't install safety improvements--remove the threat entirely. Private vehicles DO NOT belong on community corridors and bus routes.
575	Street Ops.	Remove private vehicles from community corridors. Hennepin is a City-controlled street, only recently used as an arterial (previous used paired one-ways). Use Hennepin to show what the city values and who it prioritizes. After 4/3 conversions, convert those streets 3/2, such as Nicollet from 18th to Lake, where drivers are aggressive to those biking and where there is not sufficient space to walk or use wheelchairs.
576	Street Ops.	YES!!!! Yes! Also, consider adjacent/parallel street vehicle capacity if necessary, in design calculations.
577	Street Ops.	YES. But if necessary, to meet those requirements, DO NOT APPLY FOR FUNDING and/or consider decommissioning the street for use by private vehicles.
578	Street Ops.	YES, YES, YES, YES, YES!
579	Street Ops.	YES.
580	Street Ops.	Yes, but set higher goals in line with climate reality.
581	Street Ops.	ALSO CONSULT WITH THE PAC/BAC, WHO HAVE KNOWLEDGE OF THIS!
582	Street Ops.	Yes. Also recruit residents directly, don't be paternalistic towards renters.
583	Street Ops.	Make sure there is equitable access to underpriced urban space, so it's not just limited to those who can afford to own cars/have drivers licenses.
584	Street Ops.	What benefit does this have?

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585	Street Ops.	Make sure to capture the social cost of carbon in these prices. Include not just resource extraction, production, and energy use, but also the ways in which some modes (like cars) actively harm and discourage other better and more sustainable modes (like using wheelchairs, walking, biking).
586	Street Ops.	Yes. But NOT for EVs, which are not sustainable and should not be prioritized.
587	Street Ops.	What does this mean? Reduce the size, speed, and volume of private motorized vehicles in our city, as fast as possible, through all means possible.
588	Street Ops.	There should NOT be private vehicles on transit corridors. Period. It is bad for ALL modes. Implement parking maximums that decrease rapidly to meet with IPCC goals/physical reality. Make sure any new parking built can be switched to better uses easily.
589	Street Ops.	Yes, but ONLY for motorized vehicles doing delivery and "shared mobility"--use that fee to incentivize the shift of these services to bikes/e-bikes/walking/running/using wheelchairs/carts/scooters/skateboards/etc.
590	Street Ops.	Yes! But don't just study it, implement it, and set goals for how quickly SOV mode share should drop and how the space can immediately be put to better use.
591	Street Ops.	Sure? But remember we need more sharing options to move items besides using cars. Cars only work for some people, and they hurt all of us.
592	Street Ops.	YES!!! Also, for social costs of carbon!
593	Street Ops.	Allow ANY person who pays for a metered space to use that metered space how they desire for the allotted time, without requiring car ownership. It is fundamentally inequitable to exclude those who walk/use wheelchairs/bike from these underpriced, private uses of public spaces. It not only excludes people based on wealth but based on disability.
594	Street Ops.	Yes. Also, all parking spaces should be available to all residents for uses besides cars.
595	Street Ops.	Yes! But throughout the city, not just downtown.
596	Street Ops.	Yes, but also target residents/employees directly, do not insist on paternalistic power structures.
597	Street Ops.	A goal so nice, you said it twice! I agree 100%, and also up the goals to reflect our physical reality within climate breakdown and COVID.
598	Street Ops.	Yes, but work on non-punitive and non-police methods of enforcement, similar to food safety. The goal isn't fining people, its safety going forward.

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599	Street Ops.	<p>YES!</p> <p>Remember with COVID, we need 6' per person walking/using a wheelchair.</p> <p>Even without COVID, we need to be able to allow two people using wheelchairs to pass one another, minimum.</p>
600	Street Ops.	<p>YES.</p> <p>Also, remember that lingering and chatting next to a favorite tree is THE MOST efficient use of public right of way.</p>
601	Street Ops.	<p>YES! Fast and quick and innovative and temporary solutions!!!</p> <p>Also, allow others to do these as well, reduce barriers to creative reclamation of public space by people.</p>
602	Street Ops.	<p>Yes.</p> <p>Also, remove the highways (including Hiawatha/Olson Memorial) ASAP. Basic racial equity and environmental justice.</p>
603	Street Ops.	<p>EVERY LOCATION SHOULD PRIORITIZE PEDESTRIANS. THAT'S WHAT COMPLETE STREETS MEANS.</p>
604	Street Ops.	<p>Transit advantages should start with removing ALL private vehicles from high frequency transit corridors (and extending high frequency transit as ridership increases).</p> <p>Use safer paint for bus-only lanes. The stuff on Hennepin was really toxic smelling for months, causing headaches just walking past it, and I worry about the workers applying it, as well as the many people living/working along these community corridors.</p>
605	Street Ops.	<p>Yes. Also, Idaho stop.</p>
606	Street Ops.	<p>YES!!! BELOW!!!</p>
607	Street Ops.	<p>Yes, and remember that all people are traffic, not just drivers!</p>
608	Street Ops.	<p>Yes, and follow this up/down highway entrances/exits, to set the visual/rhetorical tone for drivers to remember they're around people.</p>
609	Street Ops.	<p>yes, with Complete Streets being the most important document.</p>
610	Street Ops.	<p>Yes. Remove highways as fast as possible. Also 94 through RCAP neighborhoods</p>
611	Street Ops.	<p>Focus on the goal--remove highways.</p> <p>Don't focus on "land bridges" or "solar panels" while MNDOT expands highways (and increases air pollution) through racist policies that hurt our residents and safety on our streets.</p> <p>Focus on AQI from vehicles.</p>
612	Street Ops.	<p>YES!!!</p>
613	Street Ops.	<p>YES!!!! Including bump-outs.</p>

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614	Street Ops.	YES. Also do not allow detour signs in bike lanes/sidewalks. Have an enforcement mechanism that is not calling the offending subcontractors to report it to them (the current 311 suggestion).
615	Street Ops.	YES, but also there are lots of storm drain "socks" that are never removed and that impact pedestrians by preventing drainage even after construction ceases.
616	Street Ops.	Strongly agree. We need to make this shift.
617	Street Ops.	Yes. Eliminate all four-lane streets.
618	Street Ops.	Giant YES to all. In fact, I would strike the "except" clause in 3.2. Let's not accept funding that would force us to compromise our values. Consider LOS only as the very last factor, when choosing between two equally awesome pedestrian-friendly and safety-focused designs.
619	Street Ops.	Strong yes to all.
620	Street Ops.	Another big YES. I will also help you identify the locations for 7.1: All of the locations.
621	Street Ops.	This is huge, especially 8.3. Is there any way we can buy out the Minneapolis portions of county roads, so it stops being an issue?
622	Street Ops.	Another big ol' YES to all. This can have such an impact on the experience of walking, especially for those using wheels, with poor balance, etc.
623	Street Ops.	Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes. Yes!
624	Street Ops.	I'd like to see the City expand priced curb space as quickly as possible. Un-reimbursed curb space is expensive to provide and represents a massive subsidy for driving convenience. My block should be metered as soon as possible. I'd suggest that any block with 60% parking utilization or more should be metered. Especially as the City struggles with budget cuts, expanding curbside revenue generation could be helpful on many levels.
625	Street Ops.	Yes, please pursue the 4-3 conversions as quickly as possible. For example, I find Lake Street to be frustrating unpredictable when I'm driving, (which lane will actually move forward?), and yet it's hard to cross when I'm walking. The 4-lane configuration is not optimal and should be improved soon.
626	Street Ops.	I'm so glad the plan prioritizes climate and reducing driving in our city. We need more space and dollars dedicated to people walking, biking, and using transit, and less space and dollars dedicated to the operation and storage of personal vehicles. Well done!
627	Street Ops.	Please don't lower the speed limits
628	Street Ops.	I appreciate and support the emphasis this plan places on walking, biking, and transit options. I am among those described who wish to reduce their single- and multi-occupancy car trips so I'm glad that the city is prioritizing those other modes of transportation.

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629	Street Ops.	I would encourage the city to postpone this plan to understand the long-term travel implications after this crisis. I think people will work from home more, get deliveries more, and be more careful about using public transit. Private car transit is the safest way, virus wise, to travel and yet is what the city wants us not to do. The irony is there. We are designing streets to make deliveries and bus (school and metro transit) more difficult especially in winter. Let's make sure we get this right. The exception is to fix the high injury streets without making traffic worse.
630	Street Ops.	Please, please stop your anti-car bias. Cars will be self-driving and less polluting soon. Congestion can be decreased if lights are timed better. Use traffic cameras for tickets only if bikers and walkers will get ticketed also. You will make going downtown and Uptown very hard for our visitors who spend money. This plan is difficult for the disabled and people who need to work out of vehicles like plumbers etc. to get around costing them time and money. Please give our Mpls businesses a chance to recover from this COVID crisis, see what has changed in our society, and then revised this plan. Reach out to trade people, delivery people, and bus drivers for their input.
631	Street Ops.	Much of the plan was about making the city more walkable and bikeable which I totally agree with, however, I would like to see some plans having to do with safety, especially on streets with heavy traffic like Hennepin and Lyndale Avenue.
632	Street Ops.	I strongly support the 2030 mode shift goal of having 3 out of every 5 trips taken by walking, biking or transit. I encourage the City to go further and increase the bicycling mode share and overall goal to 70%.
633	Street Ops.	<ul style="list-style-type: none"> - we need to be thinking about carbon neutrality. The plan must make this a goal by 2050. - 25% transit ridership should be our goal. We need to reduce wait times for transit to bring transit travel times in line with car travel times to make transit really competitive with cars. - We need more protected bike lanes - plastic sticks at a minimum, concrete curbs are ideal. An unprotected bike lane is just as bad as no bike lane.
634	Street Ops.	Please stop the attack on vehicles. We have seen a decrease of traffic lanes, parking spaces and now reduced speed limits. Yet there is no increase in bicycle safety ordinances and no fees/licensing for bicycle riding and bicycle safety enforcement.
635	Street Ops.	I would like to see the city work with the MPRB to try and close more of the parkways. West River Parkway is especially narrow for bicycles and pedestrians. Closing West River Parkway during the coronavirus has made it much more enjoyable and safer.
636	Street Ops.	The City of Minneapolis needs free-flowing main thoroughfares with parking in order to reduce congestion and to facilitate commerce and the use of personal transportation. This city is of relatively low density

		<p>and suffers from adverse weather half the year. To sacrifice the use of cars for bicycles is to ignore the majority opinion and to create hardships, especially for the increasing elderly population. Adding 169 miles of bike paths, eliminating needed parking, and creating narrow driving lanes leaves residents with diminished welfare. The transformation of Hennepin Avenue from Lake Street to 36th Street is an example of bad design that has hurt business, created traffic hazards and forced residents to find parking on adjoining residential streets.</p>
637	Street Ops.	<p>3 out of 5 trips! No!</p> <p>We have many months of winter! My bus stop is 5 blocks away, and up a steep hill.</p> <p>I am 72 years old. Lots of folks over 65 where travel has to be 100% by car!</p> <p>Putting additional mass transit in neighborhoods will degrade and congest residential neighborhoods, making car transportation slower, and, ergo, more polluting!</p> <p>We need 21st century ideas, not more buses! Small, self-driving, pollution free, vehicles and lower the speed limits!!</p> <p>Longer commutes will still demand cars. I can go from my home in south Mpls. to downtown St. Paul in 23 minutes by car. Or, a 15-minute walk to bus stop, wait for bus, go by bus to downtown Mpls, wait for light rail, take rail arrive in downtown St. Paul, (connections are short), in 2 HOURS.</p> <p>Tighten up emission standards to get cars off the streets!</p> <p>Sorry, but this seems to be a " copycat" plan, with nothing new or innovative!</p> <p>We can do better!!</p> <p>And, btw, our bike riding constituency is active and vocal, but not a majority of people living here!!</p>
638	Street Ops.	<p>The city needs to include enforcement of current laws in the plan.</p> <p>* Most people driving cars do not stop for pedestrians in crosswalk, this is especially true at unmarked intersections and cars making left and right turns at controlled intersections.</p> <p>* Most cars are driving faster than 30 MPH on most streets (not even knowing the new speed limits)</p>

		<p>* Too many cars and trucks (especially delivery trucks) are parking in bike lanes, even protected bike lanes.</p> <p>* Most cars do not stop at stop signs. (also true of people on bikes)</p> <p>* Many times cars and trucks block illegally close to intersections. This causes sight-line problems, especially with trucks and SUVs</p> <p>This enforcement must be done without bias. There are ways to insure this: for example, this could include setting up "sting" operations at crosswalks and ticketing everyone who does not stop for pedestrians.</p> <p>This should also include intensive education campaigns on crosswalks and speed limits.</p>
639	Street Ops.	<p>First off, there is a lot to like in this plan. The mode shift goals are lofty and will take partnerships, education, and infrastructure to achieve.</p> <p>Specifically, I would like to comment on action - Biking 10.3. Given the city's mode shift goal for biking is to more than double trips in the next 10 years - I am shocked that the plan does not forge a clear path for the city to take an active role in educating and preparing future bicycle riders. Biking 10.3 Help Minneapolis Public Schools get to a universal bike education program for fourth and fifth grade students - identifies the city's role as "support" and difficulty "low" - I urge the city to take an active role and "do" just like your Public Works colleagues in Portland, Seattle, and new York City. All three invest resources to teach bike education in their public-school systems. In order for the city to reach its goal city wide - not just on the south side - it must take an active role and resource universal bike education in the public-school system. Please "do" and recognize the complexity and importance of this effort. Thank You!</p>
640	Street Ops.	<p>I am excited to see three of the most dangerous streets in the state Hennepin, Lyndale, and Franklin Avenues which happen to line my neighborhood, the Wedge, are planned to be reconstructed within the next 10 years. Redoing these streets will be a once-in-a-generation project in one of the densest parts of the city where transportation in this area can and must be truly revolutionized. These streets need road diets, reduction in VMT, enhanced transit service, and enhanced bike and ped amenities. The tradeoff will be parking and car lanes, and the city and residents must be honest with themselves about that.</p> <p>My family is car free because we have transportation options in this area of city. By increasing these options, we make it easier for more families to reduce car ownership.</p>

<p>641</p>	<p>Street Ops.</p>	<p>Yes, it is important to have a balanced transportation system, and to increase the use of transit, walking and biking.</p> <p>But it is borderline insane that this proposed transportation plan does not focus on the reality that driving must remain a basic mode of travel. People should be encouraged to use transit, not punished for using cars.</p> <p>The current pandemic illustrates abundantly the need for driving and not just during a pandemic, but in many situations that are simply revealed by the pandemic:</p> <ul style="list-style-type: none"> - when you are not feeling well, - when you are contagious, - when there is an emergency of any kind, including at night (you are sick, your mom is sick, your husband is hurting you, you need a medication, your dad died) - when you have several errands to do but limited time, - when you have to carry things that are impossible to carry on a bike or on transit, - when you work the night shift, - when you are a female and afraid for your safety “ especially at night. <p>But even if you are a person who is able to take transit or ride bike to work every day, you may likely need a garage to park your car for these kinds of transportation needs.</p> <p>The transportation plan does not recognize that the elderly is the fastest-growing demographic in our city. Sometimes the elderly</p> <ul style="list-style-type: none"> - can't walk far (or even at all) “ for example, to a bus stop several blocks away, - may be in a wheelchair or use a walker and need to be driven in a car, - may be able to use Metro Mobility to address some of their needs, but not an afternoon of errands, or a spontaneous trip to a restaurant or see grandkids <p>Then there are families with children, or extended families. What are they to do without cars, when they have complicated schedules? Or want to go somewhere as a family?</p> <p>The overall problem with this transportation plan is that it has been written to meet the needs of the demographic that works at City Hall “ especially the young and healthy, singles and childless couples. But even those groups, who are able to use transit or bike to work every day, may need a garage to park their car so they can use it for these other kinds of transportation needs. They should remember that</p>
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		at some point in their lives they will have families to lug around, a permanent or temporary disability, a health emergency and if they are lucky, they will get old.
642	Street Ops.	I appreciate this plan a lot. When I first read it (pre-Covid19) I thought the plan's mode-shift goals were ambitious and excellent targets. Then Covid19 happened, and motor-vehicle traffic dropped well below the 10-year aspirational target, in a matter of days. Granted, as businesses & schools reopen, and gatherings of all kinds gradually return, much of that traffic will return. Still, watching traffic volumes drop to a fraction of the 2019 levels was an eye-opener. Even though some things will go back to how they were, it's likely that many employers will be far more flexible than anyone would have guessed a few short months ago. We are experiencing a revolution in flexibility and remote working. Employers who had very rigid 9-5, Monday-Friday, always on-site policies are likely to offer a wide range of options to their employees. Many of our streets are designed to handle peak commuting loads (during about 10 hours of the week) and are significantly over-sized for the amount of vehicle-traffic during the other 158 hours of the week. As commuting patterns become more flexible, and employees have options for avoiding congestion if they choose, the City should dramatically re-allocate street space to non-motorized uses and green space. I'm thankful this plan lays the foundation for exactly that shift, and I hope that recent experience will encourage the City to move more boldly and more quickly towards street designs that favor safety, green space, and people.
643	Street Ops.	I'm very excited to see the proposed modal shift goals, though I would actually encourage the City to aim higher. The State also has ambitious and necessary climate goals, which can only be achieved if urban cities like Minneapolis, with shorter distances between destinations and greater transportation options, are more aggressive at reducing single occupancy vehicle use and VMT. As this plan points out with its connection and collaboration on various county and regional plans, the city doesn't exist in a vacuum. For the State to meet its goals, Minneapolis needs to achieve greater greenhouse gas emissions reduction.
644	Street Ops.	Regarding partnerships, the City needs to take a more active role in interstate conversations being hosted by MN-DOT (especially that of I-94 currently being held). Though it seems Minneapolis understands the phenomenon of induced demand, unfortunately a portion of MN-DOT staff are either not fully bought in or actively work against it. And although MNDOT roads only make up 15 miles of roadway in Minneapolis, the City should use every opportunity to highlight the phenomenon and actively push against lane expansion and instead push for current lane conversion to high occupancy vehicles (i.e. transit).

645	Street Ops.	<p>I highly agree with these strategies. Overall, the system needs to make walking, biking/rolling, and taking transit more attractive - which can be facilitated fairly easily using these operational strategies. In fact, the opposite can also be true (and likely unpopular) - it needs to become more unpleasant to drive a car. If cars hit red lights more frequently, driving becomes frustrating. Over time, people will naturally oppose the frustrating mode and shift to the more pleasant/easier ones.</p>
646	Street Ops.	<p>At no point have I seen the words "safety for drivers", "help the workforce reach their destinations" or "affordable for taxpayers." How many millions of dollars of our taxes have been spent on this folly that has made life more inefficient and difficult?</p> <p>The flawed idea to force cars, bikes and pedestrians to share the same pathway has made all three quite dangerous. This idea should be discredited and immediately halted. To use a rather gross analogy, imagine forcing a group of people to share a single basin for everything: fresh water, food prep, defecation. Yes, gross, and dangerous.</p> <p>One hair-raising experience I observed on 15th Ave. SE near the U of M athletic fields involved a hard-pedaling young campus bicyclist who, without looking or slowing, suddenly veered left through his barricaded bike lane just a few inches in front of an SUV to cross two lanes of car traffic, seemingly because he realized he had reached his desired street. Thank God the SUV driver was alert and slammed on his/her brakes while the bicyclist just kept going.</p> <p>The once-beautiful and serene Minnehaha Parkway and East/West River Parkways have been defaced with traffic cones and ugly bicycle lane barricades. On Minnehaha Parkway, recently reduced speed limits (once reasonable and comfortable) have been further slowed by the overlap of bikers, runners and dog walkers who take a chance to dash in front of cars. In the span of one block, new mid-block pedestrian crossings in some areas cause cars to stop four times. Just last week near Minnehaha Park I slowly followed bicyclists pedaling in my car lane because their bike lanes were occupied by dog walkers, whose sidewalk space was jammed with families with slower dogs and small children on tiny bikes and in strollers. And it's not uncommon for 'road-warrior' bicyclists to ride in the roadway just next to an established bicycle path because they feel the path is too slow for them, even when empty. Insanity!</p> <p>The intersection of Minnehaha Parkway and Hiawatha Ave. contains a traffic circle that is so incredibly dangerous it is truly a miracle someone hasn't been killed. The bike/pedestrian paths/street intersect three different times in just a few seconds. People encounter</p>

		<p>this impediment on their way to Minnehaha Park and Falls and parking, the dog park, Longfellow Gardens, Lake Nokomis, and Dairy Queen. Those coming/going to Dairy Queen often stop traffic while their little children get across safely, forcing 'road warrior' bicyclists to either stop abruptly or bypass them into the street and car lanes. None of this happened when we had the old four-corner intersection with stop signs. Bicyclists and pedestrians obeyed the rules of the road, behaving safely and responsibly.</p> <p>Our once-efficient University Avenue (Mpls and St. Paul) has been slowed by the light rail debacle (now with increased violent criminal activity) that removed two lanes of cars and encourages some rail riders to leap off platforms into car lanes to shortcut to the sidewalk. Entitled (or stupid) bicyclists nearly always ignore traffic lights and laws to zoom among car traffic.</p> <p>Pedestrians have been given a new narrative: that car drivers are fully responsible for everyone and every situation, all the time. The new mid-block pedestrian crossings (some randomly marked, some not marked at all) encourage humans to step out into the street without warning. Well guess what? Sometimes the sun shines into one's eyes (everyone), or snow or rain blocks one's view of a shape (Is it a sign or is it a small person?). Excessive signage makes it difficult to discern, at a glance, the most immediate and important object to obey. Simultaneous movements of cars, humans, bikes, untrimmed plants and trees (which at night during a snowstorm seem to make shapes resemble a child or dog), significant garbage fluttering in the wind, and cars hurrying to beat the light elevates the danger for all parties.</p> <p>Taxpayers have been forced to pay \$billions to convert our once-beautiful parkways and efficient avenues into extraordinarily expensive obstacle courses that have reduced safety. Statements by our leaders and the unelected Met Council has been "but it's necessary" and "we've gotten federal grants." All is OUR TAX MONEY! Most of the projects are fancy, unnecessary, and unsustainable due to excessive cost, insufficient policing of criminals, loss of area businesses. Our mayors and planners use fancy project to keep up with The Joneses at national meetings. It is as if they are unaware that sometimes The Joneses are broke. Their focus should be on the real needs of us taxpayers. Our dreams are important, too, and our leaders should be reducing our taxes.</p> <p>Please adopt the mantra "USE WHAT WE HAVE". In this new era of virus-prompted economic struggle that is expected to continue, it is imperative to eliminate all but the most essential expenditures. Put the fancy projects on hold: no new light rail construction, no added bus lines or fancy buses, no new bike lanes or barricades, no more</p>
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		<p>traffic circles.</p> <ul style="list-style-type: none"> - Fill the damned potholes, repaint essential street lanes, replace burned-out street lights, and restore needed car lanes to reduce the folly-caused congestion that's recently made the news (and is no surprise). - Pedestrians can use existing sidewalks. Cars can use existing roadways. Bicycles can use quiet streets to improve safety for all. - Reduce visual clutter -- street planners once knew how to do this. The advertising and marketing professions understand the importance of eliminating all but the most essential item(s) from view to draw the eye to enable quick identification of the desired product/destination. - No more caged black rocks (Dickerman Park) or nondescript quarry rejects cast as "Public Art". It's ugly, expensive, unnecessary for survival, and should be privately funded, if funded at all. Using broken rocks to display what Minnesota has to offer is poor advertising. - Pick up the massive garbage lodged in the light-rail greenery and in gutters and sidewalks. It makes the entire area look like a ghetto. Remove the sidewalk weeds and trim ground-level tree sprouts that trap litter; we want companies, guests and residents to be proud and impressed, not repulsed. - Surely our mayors and city councils can lead a revival of the 1960's Give A Hoot, Don't Pollute volunteerism to remove accumulated litter by doing it themselves that encourages the community to do the same. For example, form crews of jail and prison residents (so taxpayers can receive a benefit), church groups, high school and junior high students, university fraternities, local service organizations. These should cost taxpayers nothing beyond safety vests, gloves, and garbage bags. Stretches of highways long been cleaned by groups of volunteers, so methods are already in place. Please use them rather than reinventing the wheel. <p>Thank you.</p>
647	Street Ops., Bicycling, Walking	Please continue to de-emphasize car travel and build up infrastructure for safer biking and pedestrian travel, in addition to prioritizing public transportation access.
648	Street Ops., Design	<p>Highly in favor of these strategies, and I'd encourage that the concepts and cross sections for the various street types should prohibit any permanent street parking as a base rule in the design guide. A road by definition is for conveyance between two points, so why do we allow private possession storage on them in the form of parked cars at public expense? Parking takes up so much public city land that could be put to much better use - not only safer and more efficient pathways for peds, bikes, and transit, but also green space, storm water management, and patio space among others.</p> <p>Pull outs/drop off areas along a curb for pick up and deliveries make sense as they are necessary and temporary in nature, but long-term</p>

		<p>storage (more than 1 hour) does not have sufficient value when compared to the other use options in the era of climate change. This design guide is an opportunity to claim back roads as a thoroughfare and as public space.</p> <p>Another thing I really like about this idea is that the design guide will help set resident expectations for road projects. Even as a member of CLIC, the lingo around mill and overlay, resurfacing, and full reconstruction are nebulous. A design guide with examples of such treatments would be very, very welcome!</p>
649	Street Ops., Walking	<p>Thank you for the release of this TAP. I greatly appreciate the specific de-emphasizing of car travel in Minneapolis. I expect that this will lead to pushback, but please know that you are doing the right thing. Re Design 2.5, please push car-free streets. It is not an accident that almost everyone who visits an Open Streets event, even people who rely on driving every day, are thrilled at how it feels when a street is used for people and not for cars. While businesses might object to a lack of parking, countless examples around the world bear out that more people walking on the street is better for business, and that is exactly what will happen if cars are removed from streets.</p> <p>Re Walking 2.2, please be aggressive in marking all crosswalks, and educating drivers about them. When walking, it is unfortunately a routine event to approach an unmarked crosswalk and have multiple drivers illegally refuse to yield. I believe this is primarily an infrastructure failure on an intersection like, say, Lyndale and 25th, there is no queue or indication that a pedestrian might have the right of way. In conversations I have had with city planners, they have indicated that the number of pedestrians who cross the street at a given location is a factor in determining whether or not to mark a crosswalk. Please turn away from this methodology, as it does not take into account how many more people might start to walk if they knew they had safe crossing points. The old adage about not building a bridge based on how many people swim across a river rings true.</p> <p>I am excited to live in a city that is a leader in putting people first in transportation, but I know that we can do even better.</p>
650	Street Ops., Walking, Bicycling, Transit	<p>I would like to state my strong support for the aggressive mode shift goals set in the plan. As someone who is concerned about climate change and with enhancing mobility options for those that cannot or choose not to drive, I feel the plan has the potential to transform the city in a positive way. I have a few more specific comments below.</p> <p>• For biking I particularly support the All Ages and Abilities Network, prioritizing neighborhood greenways, and enhanced intersection design. It is of the utmost importance that physical separation and protection (not just plastic bollards and paint) be used whenever possible on all low stress bikeways and this be done as quickly as</p>

		<p>possible instead of waiting for when a street is up for reconstruction. Of particular importance is downtown which is currently very stressful to bike in.</p> <p>Winter maintenance of existing unprotected bike lanes is currently dismal, and it is essential that protected bike lanes be designed in a way to make them easy to maintain in winter and not end up being snow storage.</p> <p>The Bicycle Advisory Committee must be a partner in implementing the policies laid out in this plan. I strongly support the implementation of transit priority lanes and hope this can be completed in the next few years.</p> <p>A more rapid rollout of ABRT would be a much better use of the city's and Metro Councils resources than a streetcar on Nicollet or Broadway.</p> <p>I would like to see more about providing public bathrooms in the plan as they are currently in short supply and are essential for those relying on modes of transportation other than cars.</p> <p>Winter maintenance of sidewalks is another area where the plan is lacking. All the streets in the city are cleared by the city but the sidewalks are left to the nearby landowners resulting in a patchwork approach that makes getting around in winter very difficult for the mobility impaired.</p> <p>Please include a policy about public sidewalk clearing of the pedestrian priority network. It is not acceptable or equitable that drivers get clear streets and pedestrians must wade through snow and over ice to get where they are going.</p> <p>Any expansion of the freeway system goes against the goals of this plan and is detrimental to the city and should be strongly opposed. Thank you staff for developing such a strong and forward-thinking plan!</p>
651	Street Ops., Transit, Freight, Walking, Design, Bicycling, Technology	<p>I am very pleased to see this plan supports a PEOPLE-FIRST approach and promotes transportation CHOICE. Thank you for creating a plan that goes much beyond prioritizing motorized vehicle convenience, but instead intends to create diverse modal networks and connections. I agree with much of what is in the plan. Here are some general comments:</p> <p>The goals will be challenging, but are necessary to make Mpls a year-round sustainable, livable, and vibrant city. Along with strong "political will", use all relevant plans and policies (2040 Plan, Vision</p>

		<p>Zero, climate change actions, etc.) to support and implement the strategies in this TAP.</p> <ul style="list-style-type: none"> - Partnerships will be critical. Generally, text emphasizes this. Partnerships will be very important in seeking to create county/MnDOT roads that support and reflect the plan goals (safety, designing for context, etc.). - Nice to see a cross reference between strategies. This helps emphasize the importance and possibility for partnerships and potential strategy complexity/need for thoughtful planning. - Helpful to see quick solutions for some strategies and possibilities for pilot projects throughout - Important to see information prioritizing walking, especially at locations near freeways and higher speed roads. Example: Action 5-4: ped crossings at all legs. Currently some legs are restricted with signs at 35W and Diamond Lake Road, creating priority for cars over walking--locations such as this should change. This comment applies to Action 8-2 also (connections to reflect local street qualities--not freeway qualities). - Wonderful to see Action 6-8 (weekly sweeping). This may be very challenging to accomplish. Consider adding info that emphasizes prioritizing spring sweeping on all bike facilities before other city streets. Bikes are more vulnerable to debris than cars. Similarly, too many bike racks disappear in winter under snow. Develop a plan to clear access to at least some racks at businesses, parks, libraries, etc. - Get a high return on developments, such as in Action 7-1. Be sure to complete work fully before developers/construction is complete (example: do not provide cert of occupancy until very clear that city staff need not complete work that should have been addressed by others.) - Figure 75: missing diagram key (check others figure also) - Somewhere in transit section, note important to prioritize buses in construction/detours. - Wonderful to see discussion regarding coordinating freight into the city network. An evolving issue that must be fully addressed now and in the future. Also, wonderful to see curbside management addressed--again, an evolving issue that offers many opportunities to achieve (or not) the stated plan goals.
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	<p>- Related to Action 6.6 (support for automated enforcement): enforcement is a touchy subject for some. If Mpls supports automated enforcement, consider supporting placement in all neighborhoods, so equally distributed citywide--and with any potential fines based on a sliding scale (example: based on income--not on a universal price).</p> <p>- Actions 7-1 and 7-3 (evaluate signals and use signals to increase bike efficiency): Though complex to address citywide, evaluate signal timing to serve the focused user on all bike and transit corridors. Signal timing on bike corridors that is timed for bicycle travel speeds (rather than for cars) will show respect for the mode (possibly encouraging mode shift) and discourage red-light-running by those on bikes.</p> <p>- Action 1-2 (create typical concepts and cross sections for street types). Be sure to include wording that emphasizes flexibility based on context and neighborhood needs/desires--though in keeping with overall goals to serve people first/cars last. As noted in the plan, it's difficult to truly predict the future; flexibility will help staff create pilot projects, test ideas, and re imagine streets (Nicollet Mall with no cars someday, perhaps?!).</p> <p>- Wonderful to see plan highlight green space/trees.</p> <p>- Important to cross reference in the upcoming Street Design Guide to this plan. In both cases, important to highlight design and maintenance for bike/walk/transit, particularly in winter. Without year-round access, it will be very difficult to achieve mode share.</p> <p>Minor comments:</p> <p>- Use active voice more frequently. Example: "the city is committed to the development of policies practices, and strategic investments..." Instead, say, the city is committed to developing policies practices, and strategic investments...</p> <p>- Avoid buzzwords, such as utilize. Instead, use the word "use".</p> <p>- Consider a glossary. Example: most people may forget/not know ACP 50.</p> <p>Though I have not read the entire plan word-for word, I know this plan took much work. It's plans like this that make me proud to live in Mpls. Thanks to all who worked on this document--and for your work to help make Minneapolis a good place to live and visit.</p>
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652	Street Ops., Bicycling, Walking	<p>The MSP metro area is choked with highways. Highways increase greenhouse gas emissions, make it harder for people to take transit, walk and bike in between neighborhoods, and destroy public life. There should be a plan in place to slowly decommission highways that cut through Minneapolis and St. Paul.</p> <p>Additionally, I think the MSP's ultimate goal should be to make mass transit faster and/more convenient than traveling by car. This may seem a far off dream for a metro area with low density, but it is an urgently necessary one in order to lower greenhouse gas emissions and ultimately ensure our planet is habitable for generations to come.</p> <p>Also, in line with studies recently released about the safety of different kinds of cycling infrastructure... all new bike lanes should be protected, for the safety of all who use the road and sidewalk! All existing bike lanes should be converted into protected. And the use of sharrows should be abandoned.</p>
653	Technology	<p>Adoption of EVs is dependent on the ability to charge and it helps not only global climate but local air quality, affecting the health of residents directly.</p> <p>In order to support the fastest possible adoption of EVs in the city, you should set a goal that all city residents have access to public chargers near their home or work.</p>
654	Technology	<p>Diesel engines are a huge contributor to local levels of volatile organic compound air pollution. You should have a goal built specifically around encouraging the replacement of diesel engines with EVs.</p>
655	Technology	<p>This idea of mobility hubs and multi-modal interchange is critical. The expansion of the Green Line and the high-frequency network is a great start to making us use transit more, but we still need "last mile" solutions to get there (bikes, scooters, etc.)</p> <p>The other piece of this would be technologies to help people take their bikes, scooters, etc. on transit -- what if the workplace AND the home are far from transit corridors?</p>
656	Technology	<p>Urban drone/UAV usage is 100% opposed to human-centered design. Noise pollution is serious and reducing it absolutely must be a central component of human-centered street design. I can't think of anything that would chase me out of a city more quickly than having to contend with the buzzing drone of UAVs every day.</p> <p>https://www.planetizen.com/blogs/96881-why-we-need-reduce-noise-levels-cities</p>
657	Technology	<p>As someone who chooses not to own a car, this comment is absolutely amazing. I would love to see streets offer people choice of travel instead of forcing people into cars.</p>
658	Technology	<p>I like this, also delivery robots.</p>

Minneapolis Transportation Action Plan (Engagement Phase 3)

Online Map

659	Technology	Does the city do this with its own municipal fleet?
660	Technology	Also include induction charging and exploring charging as shared, automated, electric fleet rather than single-occupancy vehicles.
661	Technology	Glad to see this intersects with the bicycle parking actions in Section 9. Should also explore adding bike racks and micromobility options directly in apartment builds and TODs
662	Technology	For a good process: See human-centered design. Read Don Norman's "The Design of Everyday Things" See Menlo Innovations.
663	Technology	Please use TOD strategies around the mobility hub.
664	Technology	The city should also develop a process to intake qualitative/design data and not just rely on vendor generated data. See product development models to creating things we love like the iPhone. Those were all developed with originally created data because they literally didn't exist previously. It's hard to create the future when relying on data from the past/what exists.
665	Technology	Would be great to evaluate this as a shared, electric and automated network rather than a network for single occupancy vehicles.
666	Technology	what? does this mean like, the comp plan's technology 2.2? I don't get it
667	Technology	Technology Strategy 6 makes a very important point: electric vehicles alone won't get us to our goals. EVs are certainly a piece of the puzzle, but they still cause emissions through their manufacture and use. EV emissions should be conceptualized as zero *tailpipe* emissions vehicles, since their brakes and tires still emit particulate matter (PM 2.5) pollution, and there are a lot of "up front" emissions associated with mining, battery, and vehicle production. These cars are cleaner, but they are still cars. They are heavier than standard vehicles and thus do more damage to our streets. And we won't be able to meet our transit and other mode share goals if we simply replace gas/hybrid cars with EVs. I'm glad that the TAP recognizes this.
668	Technology	This strategy is vitally important. If there is one constant in technology, it is 'change' The need to stay on top of that change is important as we can't anticipate all the change that is coming. Who would have predicted scooter sharing and ridesharing (e.g. Lyft and Uber) just a few years ago? But we can plan to be proactive in having someone in the city that is focusing on technology trends to anticipate and quickly adapt.
669	Technology	Minneapolis should not be a testing ground for autonomous vehicles. We should be focusing on making our city the best it can be for people, not robots.
670	Technology	When implementing new technologies and pay stations, I hope those of us with less tech skill and/or poor eyesight will be considered. Example: at night or sometimes in glaring, reflective sunlight, the city parking meters are very hard to see and use.

Minneapolis Transportation Action Plan (Engagement Phase 3)

Online Map

671	Technology	Good ideas to use renewable energy solar sourcing for charging stations. A no brainer. Great to have more charging stations around the city.
672	Technology	This sounds awesome
673	Technology	Yes, space should be made for shared mobility services. Speed should also be capped to keep others (and riders) safe.
674	Technology	Minneapolis needs to be ahead of the curve in mitigating negative impacts associated with the future introduction of autonomous vehicles. Street design and operations needs to prioritize pedestrians, cyclists and transit users above all else. We should regulate autonomous vehicles ahead of their introduction.
675	Technology	Autonomous vehicles need to be regulated to keep people safe. As with cars in general, autonomous vehicles should be minimized, not encouraged.
676	Technology	Instead of drones, we should be encouraging deliveries through bicycling and other micromobility options. Let's focus on being a walkable, transit-oriented and bike-oriented city that encourages social interaction. That's how we differentiate -- not through technology adoption.
677	Technology	I'm not wholly opposed to most of these, but they come at a lower priority than pedestrian, bicycling and transit infrastructure.
678	Technology	When it comes to scooter safety, the problem is cars. Not scooters. Get rid of the cars, you've made it safe for scooter riders. And they'd feel comfortable in using the streets, making pedestrians feel safer on sidewalks as well.
679	Technology	Instead of just measure demand and current supply, we need to be measuring the carbon impacts. Frankly, I'm uncomfortable spending public money on car infrastructure. We need to be reducing vehicle trips, not encouraging them. However, I think the city would be prudent to consider implementing additional charging locations if and only if it's determined to be a critical step to reducing our carbon impact. If our carbon impact can be mitigated by investing those resources in other ways (transit, pedestrian infrastructure, etc.), charging stations should not be expanded using public money. (However, private money could be encouraged.)
680	Technology	I work in technology, but I don't see Minneapolis transportation problems to be primarily technology-based. Let's get back to the basics of carving out space for the most vulnerable users who also have the least impact on the environment. Do that first before considering implementing technology-facing solutions. (There can be a role for technology like automated enforcement of bus lanes, but again, the technology comes 2nd or 3rd or 4th compared to good design.)
681	Technology	I miss the Car2Go model of flexible, one-way trips in Minneapolis and hope something similar could one day return.
682	Technology	Yes, since it does not include "rideshare" and since it prioritizes peds/transit.

Minneapolis Transportation Action Plan (Engagement Phase 3)

Online Map

683	Technology	I know this is potentially feedback for NiceRide more so than the city, but as a longtime subscriber I support electric bike bikeshare. Electric bikes are so much more useful than the regular docked or dock less models. I used the black electric NiceRide bikes often in 2019 and I hope they will soon return to Minneapolis.
684	Technology	Location data is some of the most sensitive information, revealing people's romantic partners, access to health care, and religious affiliation. In the wrong hands, this data can be used to stalk or harass users. Protecting users is paramount and goes beyond aggregation and anonymization--studies show that location data is particularly vulnerable to being de-anonymized, so I expect the city to take its responsibilities here seriously.
685	Technology	Yes. Evaluated novel tech with an eye to equity and simplicity. Do not adopt tech simply to adopt tech.
686	Technology	Sure, see my comments for tech 2.2
687	Technology	NO. NO. NO. We know that tech companies over and over ignore and harm BIPOC individuals and communities, writing into code the biases of their owners. Do NOT allow AVs to be tested in our city without ensuring that this structural and in-built racism is being addressed.
688	Technology	NO. AVs need to be banned. Studying them, rather than addressing or studying, say, SIDEWALKS THAT DON'T DRAIN, is a delusional waste of money and time.
689	Technology	<p>This is out of line with reality and inappropriate for a transportation action plan in Minneapolis in 2020.</p> <p>AVs are not safe for BIPOC or poor or disabled people. They cannot deal with people who move "unpredictably" (i.e. anyone walking or using a wheelchair). They do not function in winter climates. They carry with them all the negative physical externalities of other vehicles (like air pollution from brakes/tires). And the timeline for them to be a feasible option is longer than we have to dramatically reduce CO2e emissions.</p> <p>To put time into AVs when the City cannot even manage its own plowing patterns to avoid worsening walking in the winter is absolutely inappropriate and unacceptable in a climate emergency.</p> <p>This is not ok.</p>
690	Technology	No. Put this staff time into winter maintenance and sidewalk drainage.
691	Technology	<p>Maybe put some of this creativity and innovation into figuring out sidewalk drainage and winter maintenance?</p> <p>Reducing overconsumption ALSO removes trips from the system, and also helps address climate breakdown.</p> <p>This tech-fetishization is very disturbing.</p>

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692	Technology	Sure.
693	Technology	<p>Ban them.</p> <p>If you're not going to ban them, also consider how horribly loud and obnoxious they are, the ways they can be used to target already vulnerable people (many females I know, myself included, choose to live in apartments not on ground floor for safety/privacy reasons--this negates that safety).</p> <p>Consider their impact on wildlife and trees.</p>
694	Technology	<p>EVs (as a private option) are NOT advanced mobility--they are obsolete tech, just as cars are, with many/most of the same problems, including major environmental issues.</p> <p>The city cannot actively support EVs if it is honest in its pursuit of climate goals; other, less dense regions may need EVs as a transition option and the resources required for manufacture are too limited for using them in actual cities where they truly aren't necessary due to the short length of trips.</p>
695	Technology	<p>Remember that EVERY PERSON has the right to walk safely in our city--a child does not deserve to die because they ran after a ball, an adult experiencing a mental health crisis should be able to survive it, and an elder with dementia deserves to walk our streets independently and with dignity.</p> <p>Do not cede our lives because new tech seems sparkly and fun. The city has already done it once with cars. Undo that mistake, rather than repeating it again.</p>
696	Technology	<p>Make sure that bikeshare and micromobility options include people of various bodies, including smaller people and people with disabilities who are currently completely excluded by NiceRide.</p> <p>Ensure options that include cargo bikes, carriers, and various cart rentals.</p>
697	Technology	<p>Equitable access MUST address the fact that women of color are shorter than men and shorter than white people. Bikes that are designed for white male bodies (like NiceRide) EXCLUDE many people along predictable historical lines.</p> <p>Equity of access includes physical constraints like the size of the bikes being provided.</p> <p>Additionally, we need adaptive and other bike options to meet people's needs.</p>
698	Technology	YES. Anything that requires a driver's license is inherently car centric.
699	Technology	Yes. Make sure the vehicles are smaller.
700	Technology	Mobility hubs need to include restrooms and benches.

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701	Technology	See my comments for 2.2
702	Technology	YES, ABSOLUTELY AND ALSO WHAT ABOUT SMALLER BIKES?!
703	Technology	Many people with disabilities, particularly women of color, are excluded from bikeshare because NiceRide bikes DO NOT PHYSICALLY FIT SMALLER BODIES, especially for less-confident riders.
704	Technology	Also consult with the PAC/BAC.
705	Technology	Try framing it in a less tech-bro way to reach different audiences.
706	Technology	Or make transit free.
707	Technology	Sure, it's not SOV or rideshare.
708	Technology	Yes.
709	Technology	yes.
710	Technology	yes.
711	Technology	Make sure to gather additional data, like AQI along bus routes/residential corridors.
712	Technology	yes
713	Technology	Also create a website for winter maintenance and walking/rolling, including ways for people to report both individual problems and patterns of neglect.
714	Technology	A curriculum for what?!?
715	Technology	For walking/using wheelchairs or biking or transit? Yes.
716	Technology	Yes.
717	Technology	Make sure to balance staff time allocated to this with staff time allocated to designing and implementing winter walking/rolling routes that drain.
718	Technology	Make sure every location where one can charge EVs also has restrooms, to support walking/rolling.
719	Technology	Yes. Also include educational materials for drivers about the resource extraction required for EVs and the particulate air pollution caused by them (vis a vis other vehicles and other modes).
720	Technology	Yes.
721	Technology	Yes, but along with e-bikes and other less harmful options.
722	Technology	NO. You are not suggesting doing this for biking, walking, using wheelchairs, transit, or other less harmful modes which don't have the entire weight of international corporations behind them
723	Technology	ABSOLUTELY NOT.
724	Technology	No. This adds costs and locks in car culture. Only require it if they are choosing to build any parking.
725	Technology	yes.
726	Technology	NO. Do this but for CLIMATE BREAKDOWN AND PUBLIC WORKS, INCLUDING TRANSPORTATION, STORMWATER MANAGEMENT, SEWER, AND EVERYTHING IMPORTANT THAT PUBLIC WORKS DOES
727	Technology	Sure, prioritizing walking/rolling/biking/transit

724	Technology	Sure, but consult with the PAC/BAC first.
725	Technology	No. Educate them on climate breakdown and our physical reality and what that means for stormwater management, food security, transportation options, and overall urban resiliency
726	Technology	<p>The draft plan includes actions and strategies across multiple domains with distinct strategies and actions for each. While some of the actions specify some cross-domain impacts, the plan should extend the depth of these cross-domain impacts and mandate a platform and tools that enable the city and partner agencies to easily share data and simulate, analyze, visualize and communicate information. For example, when expanding electric vehicle adoption across the geography, what are the associated benefits realized in terms of reduction in air pollution? Or in noise pollution? In deploying city-wide security cameras, what are the correlated benefits with traffic management, crime reduction and safety? What about business impacts associated with safe and easily accessible transportation? If the city really wants to take advantage of thousands of public/private data sets, to be able to share across all departments, partner companies, businesses and citizens and to house such capabilities in a singular platform, then please have someone contact me GReed@siradel.com or visit www.siradel.com. Siradel is working with cities around the globe to enable such capabilities. In France, for the greater Paris region, Siradel has provided the digital twin for this Ile de France region consisting of more than 12 million inhabitants, 2.5+ million building (mapped in 3D) and more than 10,000 data sets enabling co-construction of numerous web-based services for all citizens and businesses in the region. Visit https://smartidf.services/fr for this publicly accessible site. Siradel is a wholly owned subsidiary of Engie, a global energy company leading the reduction in carbon emissions thorough renewable technologies and digital services and solutions. The City of Minneapolis could greatly enhance its ability to meet, improve and exceed many of its goals with the use of Siradel's multi/cross-organizationally sourced data and multi/cross domain/vertical utilization the platform and associated tools.</p>
727	Technology	<p>I am VERY excited about the Transportation Action Plan!</p> <p>It shows that a lot of time and attention has gone into the planning process and I especially like the formatting of the website that allows one to view the plan in different formats as well as being able to navigate to specific sections. I also like the branding.</p> <p>I became aware of this plan via a Facebook online "open house" event. I found that helpful.</p> <p>One thing that caught my attention during the open house presentation was the graph that visualized the mode shift goals of</p>

	<p>having 3 out of every 5 trips taken by walking, biking or transit (Bottom of Page 7 of the Draft Plan http://go.minneapolismn.gov/application/files/2315/8376/3048/Draft_Transportation_Action_Plan_Full_App_web.pdf).</p> <p>I asked how Ride Share options like Lyft & Uber and Car Share options like HourCar & ZipCar would factor into this and the response was that they would fall under the Multi-Occupancy Vehicle or Drive Alone categories.</p> <p>I understand how this makes sense and is appropriate when measuring progress toward the Climate Goal ("Even with the adoption of electric cars, Minneapolis will need to reduce automobile passenger miles by 38 percent to reach our goal of reducing GHG by 80 percent by 2050").</p> <p>However, I am concerned that showcasing that measure alone makes it seem like Ride Share and Car Share programs are the equivalent of owning a personal vehicle. I have been living a car-free lifestyle in Minnesota for the past 9 years and utilize walking, biking, or public transit as my main mode of transportation. But I have both an Uber account and an HourCar membership.</p> <p>I think that it's possible to see an increase in the number of people getting HourCar memberships and actually increasing the number of trips that are taken via walking, biking, or public transit. But if the initial and only visual tells people that they need to decrease car usage, then I think people could be dissuaded from increasing their utilizing of Ride Share and Car Share options.</p> <p>Since this is a 10-year plan, I think some of the early work might possibly involve increased awareness and incentives for increasing Ride Share & Car Share utilization as a means of helping people transition to a different lifestyle. Then people can evaluate their overall transportation usage and work to shift the ratio to a majority of trips taken via walking, biking, or public transit.</p> <p>I found this blurb from the Minneapolis 2040 plan regarding the Shared Mobility Goal and it seems to support this.</p> <p>Shared mobility opens up new ways of getting around the city through short-term vehicle rentals and on-demand rides via mobile apps. Shared mobility is akin to smaller and more flexible transit options and needs a strong transit base for large-scale success. These services have the potential to reduce transportation costs for individuals and households by making it easier to reduce the number of vehicles owned by a household. Bikeshare, shared vehicles, and ride-hailing services support walking, bicycling, and transit use by</p>
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		<p>serving as a backup when circumstances are not conducive to choosing those modes. Minneapolis will take proactive steps to benefit from these services as they evolve.</p> <p>My feedback for the Final Draft of the plan is to see if there is a way to distinguish Ride Share and Car Share in a way that doesn't discourage their usage as part of the overall strategy, but does help people understand that overall car miles drive needs to decrease.</p> <p>Also, I read that there will be a Street Design Guide coming out as a companion to the TAP. Wanted to recommend Walkable City Rules by Urban Designer Jeff Speck if that resource hadn't already been reviewed when developing the guide.</p> <p>Thank you.</p>
728	Transit	Please find a solution to make it easier for bikes to be accepted on buses when the front racks are full.
729	Transit	I would love to have aBRT that would be on Central and go down Nicollet. I hope you extend the bus only portion of Nicollet once Kmart is torn down and make it more pedestrian friendly too.
730	Transit	<p>So often, when I dive into plans and proposals from the city, I see incorrect information and glossing over of the existing transit situation.</p> <p>For example, on Page 95, you publish a map that says 68% of people live within a 10-minute walk of high-frequency transit. The information as presented on the map is not true. It shows a 10-minute walk to light rail from 42 Street E. and 28th Ave. South, but clearly walking onto the tracks of the train is not accessing transit. Because you need to GET TO A STATION, the entire premise of this map -- which sets up future goals -- is incorrect. I have mapped the walk from 42nd Street to the close's stations. It takes 18 minutes to walk to the 46th street station according to Google, and 14 minutes to get to the 38th street station. So, the map and times you are using to set up future goals is off by nearly double.</p> <p>Even people who are open to using transit -- I used it to commute to work for almost five years -- get frustrated by lack of safety, lack of timeliness (on bus) and lack of accurate information from Metro Transit.</p> <p>All the plans in the world won't fix this: The 14E bus could not be trusted to make its limited runs in the afternoon from downtown on time -- or at all. Multiple issues with drunk/high men harassing (bus), mentally unstable people harassing others (light rail), having literal excrement on them (light rail), man watching X-rated porn (bus) ... the list goes on.</p>

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		You are also making it very difficult to submit comment. Too many clicks and sub-menus and selections to even find the place to comment.
731	Transit	Transit needs to be not only frequent, but faster. Please consider having some buses on high frequency routes that don't stop at each stop, so they are faster. Especially, the routes that run into St. Paul.
732	Transit	Please require underground parking for a new building in order to reduce clutter, congestion and crowding around bus stops and walkways.
733	Transit	I am entirely supportive of bus lanes everywhere they are shown on the TAP plan. I encourage even more forward thinking with regards to allocating street space for buses. One of the most transformative places for a transit-only lane would be on Lake Street. With the B-Line BRT coming through, this corridor is already slated for a transit improvement. Unfortunately, there are not great connections between Minneapolis and St. Paul, especially outside of downtown. Giving the B-Line dedicated transit lanes, at least through the busiest parts of south Minneapolis, could significantly cut down travel times between south Minneapolis and St. Paul, opening up large employment centers for Minneapolis and St. Paul residents alike.
734	Transit	<p>I live in uptown and commute to 2 different suburbs . I generally don't need my car during day, but I need to go to other areas distant from both home and work after work. Taking transit just to work would take me 2 hours one way. This 6 x longer than driving. I am over 60. It would also require me to wait outside unprotected from weather or harassment in several areas several times during commute.</p> <p>You cannot build a transit system in Minneapolis. It has to regional. I don't see any where mentioned the older working adults - we are big group and totally ignored. Shelters are largely nonexistent. Buses are frequently cancelled and are otherwise infrequent. Improve what you have and stop taking away parking from Minneapolis businesses. You are driving those businesses to suburbs and lining pockets of Uber. You are not cutting down on driving but increasing trips as more people take Uber and others drive to suburbs so they can park. You ignore the need to manage snow and have made all travel more dangerous by not managing g streets well. How about small frequent circulating electric minibuses that get people to stations or provide a way to take short trips by jumping on and off? No mention of mention of that mode. Get rid of scooters. They are all going to end up in land fill.</p>
735	Transit	<p>Hello: I respectfully request the staff take 1.5 hours and read the warning that Mr. Quinby snail mailed to Congress, mayors, and city managers across the country in 1946. This explains why you are reinventing the wheel.</p> <p>http://www.historyisaweapon.com/defcon2/quinbyswarning/</p>

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736	Transit	<p>In praise of BRT: LRT is efficient for VERY high ridership corridors such as SWLRT and the existing Blue and Green lines.</p> <p>But BRT is a lot cheaper and ridership will only increase once people get used to it. So, I wonder for instance if the Bottineau LRT can be mothballed until we see how much ridership the C line BRT attracts. So far, these buses look very full to me. The dollars from the Hennepin Co dedicated transit tax could help build out the BRT network if not spent on LRT.</p> <p>Also, BRT with very frequent and reliable service is a matter of social justice. No one should have to wait a long time and be late to work because the bus runs every 1/2 h and is often late.</p>
737	Transit	<p>I am 73. The only bus that comes near me (three blocks) really only takes me from the light rail stop to the Uptown transit station. Virtually anywhere I would want to require one or more often two transfers and takes quite a lot of waiting. Until that changes, I will continue to drive. It makes no sense to spend an hour or more to go 4 miles, a drive I can do in fifteen minutes. Options like light rail would be far more palatable if there were more park and ride options.</p>
738	Transit	<p>I am a big fan of public transportation, but I refuse to support it in any way if the city does not regulate ridership. Anyone who does not pay should be fined. By lessening the fines and reducing police enforcement, you are being negligent and indirectly responsible for the increase in violence and crime on the light rail. Last fall and early year, there were a number of times my family was nervous based on the people and activities that were occurring on the train. Friends who used to take the train to work stopped riding completely.</p>
739	Transit	<p>I live on corner of Dean Pkwy and Benton Blvd.</p> <p>At age 72 I would like to be able to drive to Whole Foods or Lund's. With the dense housing being built it is difficult to drive on Dean to Lake and access it either right or left or continue on around Bde Maka Ska pkwy. Please take our neighborhood into account when planning. We are taking one for the common good with NOISE due to construction of the SWLRT. Have federal funds been approved for it yet?</p>
740	Transit	<p>Strongly support creating aBRT on Cedar Ave. There's a big gap in high frequency transit between the D Line and the Blue Line.</p>
741	Transit	<p>Please consider a bus lane for 8th Street downtown. Buses stack up there in the best of times; cars taking up space make it unworkable. Depending on how many cars in the rightmost lane, you sometimes need to walk 50+ feet to get to where your bus is boarding at the 8th and Nicollet stop.</p>
742	Transit	<p>Glad you are not neglecting Keewaydin for future improved transit, some areas of the city will be harder to connect. Need better east/west routes.</p>

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743	Transit	It's time to fully fund the D line. Where in the plan can this be prioritized?
744	Transit	Great work overall, most cities in the US are lightyears behind places like Minneapolis. Two things stand out to me: there's a lot of north/south routes but not as many east/west which seems to be indicated in the plan for future transit at least. That said, I think not only frequency of transit, but trip times matters greatly. Every time a person whips out their phone and sees that a car trip is 18 minutes and transit is 1 hour and 2 minutes (routinely happens to me), it makes it hard for those of means to not choose a car. Without making many of our arterial's BRTs, including Lake St etc., transit will never become mode of choice.
745	Transit	<p>I have an idea regarding transit.</p> <p>I think every bus should have at least two metro transit employees.</p> <p>Often I have been in a moving vehicle in which the driver is expected to watch the road while also performing customer service or Services or even de-escalation Strategies.</p> <p>Besides being stressful for our drivers it is also unsafe for everyone to have a distracted driver.</p> <p>This second employee could also help keep buses clean. Make sure people know their transfers etc. for an overall improved experience.</p> <p>I recognize it is clearly an increased cost to transit. However, there's a bunch of people on unemployment right now and personally I think we should discourage personal vehicles as much as possible in the city.</p>
746	Transit	<p>1. I support more bus only lanes, bus priority at stoplights, and other bus improvements, even if it means removing car travel lanes or parking. It's critical that driving a car becomes more inconvenient, and public transit becomes more convenient, if we want to see drastic increases in ridership needed to meet these goals.</p> <p>2. To improve the ease of multi-modal travel, it would be very helpful to have more secure places to lock personal bikes at heavily used bus and metro stops. For example, it would be great if I could bike to a Blue Line stop, take the metro into St. Paul for the day, then come back on the Blue Line and trust that my bike would still be there with all its parts for me to bike home.</p>
747	Transit	Seems to me that northeast Minneapolis is not well served by transit, and this plan doesn't seem to do anything to fix that. If like to see a new high frequency route into northeast, plus the Nicolett Central streetcar, (with a right of way!), that goes down Nicolett mall.

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748	Transit	5.1 Sidewalks needed in the Industrial Blvd. area of NE, and the Kasota Ave. area of SE.
749	Transit	<p>I am apparently located near high-frequency transit, but it doesn't feel that way when I need to get to work, which is 1.7 miles from my house. It has taken me up to an hour to get to work at 2:00 pm. Now that it's nice out, I've been walking or biking instead. Routes 2 and 5 need a lot of work to be better than a car. I have waited through two scheduled stop times on Franklin and Chicago for a #5. Then, suddenly, there are two buses at once. I don't know how to fix it, really, but I trust you do.</p> <p>As a side note, thank you for keeping the buses running - at no charge (at least last weekend) - during COVID-19. I appreciate that very much!</p>
750	Transit	The Midtown Greenway is noted as a future transit corridor, when the need for transit is actually on Lake Street. In dense cities like Minneapolis, transit should be where homes and businesses are, not in a trench that is separated from the neighborhoods it passes through. The Midtown Greenway is an important and vibrant green space that many families specifically use for walking and biking because of its lack of vehicles. With the upcoming B Line running along Lake Street, the City should prioritize dedicated bus lanes along Lake Street to improve travel times for buses, and absolutely should not put an additional transit line in the Greenway corridor just because it will be easier than handling the people who will object to "congestion" on Lake Street.
751	Transit	In order to reduce injuries and fatalities of people walking and biking, reduce vehicle traffic, and improve bus speeds, the City should ensure every high frequency transit route has a dedicated bus lane, converted from existing traffic lanes.
752	Transit	YES, to transit service on Cedar Ave. It is especially important to connect the Cedar corridor to the Green Line at West Bank and to future Lake Street service, to make St Paul-bound connections more reasonable. AND - keep going south, beyond 46th St, to ensure connections to Lake Nokomis (a regional amenity with limited parking) and then why not go all the way south to the Mall of America? Please address this transit corridor opportunity along with a 4:3 lane conversion of Cedar (north of 38th).
753	Transit	#94 service should be expanded - made more frequent, advertised as part of the high-frequency/named line network, and not charged premium fare. The #94 is a great bus! Could it be part of the "Gold Line"?
754	Transit	Franklin Avenue should be a future transit priority corridor west of Hennepin to the 21st Street Station on the Green Line Extension. This can be served by an extension of the 2 or a longer extension of the 67 or new routes like a future Franklin Avenue aBRT.

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755	Transit	YES, to improved 38th St bus service. This bus should be extremely useful (connecting me to LRT service and to my child's daycare), but I rarely take it now because it is so infrequent and unreliable (have waited 40+ minutes multiple times during rush hour). I cannot make it part of my regular commute without improved headways and reliability.
756	Transit	General comment on bus service in downtown Minneapolis: more dedicated bus lanes throughout downtown please. Even Marquette/2nd are subject to agonizing delays, and elsewhere the intra-city bus riders on neighborhood routes face worse. It seems that the slightest bit of construction or weather slows routes by 20+ minutes--we need more "flex" in the system so that bus commuting can truly be a pleasant/time-efficient alternative to driving.
757	Transit	Cedar Avenue should be a transit priority street south of 46th street. There is significant development between 47th and the parkway that does not have direct transit service. Consider transit along Cedar serving 47xx block; Fat Lorenzo's area; Cedar Point Commons (Richfield); and the Mall of America (Bloomington).
758	Transit	Glenwood Corridor west of downtown should be a transit priority corridor. It is planned for a relocation of the C line and has development activity that should have stronger transit connectivity. Consider making the Glenwood bridge over 394 2-way to create better access to Glenwood and provide more direct transit connectivity.
759	Transit	I would like to see this list expanded. County roads such as Lyndale and Lake have high ridership buses and could use better priority for buses, whether it's signal priority or dedicated lanes. Lyndale has a tendency to get clogged up in bad weather, for example, due to SOV traffic trying to get on 94.
760	Transit	You should work on replacing all busses with EV busses to improve urban air quality and carbon footprint of the transit system.
761	Transit	Greenway plans should include crossing the bridge to St. Paul with transit as well as pedestrian and bicycle lanes to make inter-city travel easier by modes other than car.
762	Transit	<p>1.3 neighborhood based small vehicle services are hugely expensive with low ridership and not worth doing. Extend existing bus routes from downtown into the North Loop and East Town riverfront neighborhoods. Reroute Route 3 via Washington Avenue.</p> <p>1.4 Increase Route 23 frequency to every 15 minutes.</p> <p>1.6 Almost all of these neighborhoods are already covered. Como Ave. SE already has 10-minute service. Selected frequency improvements to existing routes currently running every 30 minutes should be the goal, especially those feeding LRT.</p> <p>1.9 Neighborhood circulators are generally a waste of subsidy money. Put those funds into higher frequencies on existing fixed routes.</p>

<p>763</p>	<p>Transit</p>	<p>There are several reasons why I don't use public transport:</p> <p>1.) It is extremely time-consuming.</p> <p>I live in Minnetonka and it would take a long time, with several transports, to get where I need to go in a timely fashion. For instance, it takes me 20 minutes to drive to the Mall of America. Taking public transport would take me an hour to get there one way, which is unacceptable. A mere map expansion for the downtown part of Mpls doesn't really do much in this respect when the method to change services is already time consuming and lengthy.</p> <p>2.) It does not run sufficiently late or early.</p> <p>The public system does not run late enough for me to use it after a concert at any of the venues I attend, all of which get out at 2 am. Taking public transport there and then taking an uber back as a lone woman is extremely risky.</p> <p>3.) Transit, like most crowded places, is inherently inaccessible.</p> <p>The public system is inherently inaccessible as an autistic person, or for anyone else with social or sensory difficulties. Trains in England have "quiet cars" but at this point we cannot even enforce fare usage let alone enforcing a loudness policy. As a woman as well, this means that strangers are more inclined to try to speak to me or harass me, which is an extreme drain and safety concern.</p> <p>4.) The system does not have enough time flexibility.</p> <p>The transport system does not run on time or with enough flexibility for someone like me with multiple medical appointments in day. I face either being late to an appointment (and thus being charged by the clinic) if a bus is late resulting in a missed connection or leaving so early, I lose work hours.</p> <p>5.) The metro mobility system is not safe.</p> <p>The mobility service is not immune from shootings, as recently seen, and you do not protect the data of the people who use it, as evidenced by a data breach in the past few years.</p> <p>6.) The public system is not safe.</p> <p>This one has been subject of much public discussion and I do not think I need to elaborate further, aside from that the most recent downtown bus shooting was on a route I likely would have used when</p>
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		<p>getting to concert venues in the area, which does not inspire personal confidence.</p> <p>Summary: Item 1 might be solved by Transit 1.5, whose text is extremely vague compared to 1.6 and is also listed as "high" difficulty, so I do not have faith that this will be handled.</p> <p>Item 2 does not appear to be covered by any transit items.</p> <p>Item 3 is inherent to any social place...but also does not appear to be handled by any items in the action plan. Accessibility is equity, and should not be left out of any plan affecting public services.</p> <p>Item 4 appears to be handled by Transit 1.1 and 1.4, but these are both vague as to what parts of the metro they cover and are listed as "high" difficulty.</p> <p>Item 5 does not appear to be covered by any transit items.</p> <p>Item 6 does not appear to be covered by any transit items.</p> <p>In short, I drive because public transport takes too much time to get anywhere (in large part due to how coverage is implemented for areas outside of downtown), does not run during the times I need it, is inherently draining as someone with my disabilities, and is inherently risky for anyone who lives more than five minutes from their medical appointments or any other time-sensitive urgent need. These concerns for my specific use-cases personally do not appear to be adequately handled by this plan.</p>
764	Transit	<p>Make all bus lanes within downtown contraflow, so they are self-enforcing.</p> <p>Increase the Nicollet Mall speed limit to at least 20 mph.</p> <p>2.3 Lyndale Ave. S., northbound from 25th Street to Franklin needs a bus lane. Also, Lyndale from Dunwoody Blvd. to Vineland Pl.</p> <p>I strongly support 2.5. Schedule adherence suffers badly during construction and people need an incentive to use transit.</p> <p>2.7 Pressure MnDOT to implement MnPass or shoulder bus lanes on I-94 from Hwy 280 to downtown, and on the I-94 4th Street off-ramp all the way to 2nd Avenue N.</p>
765	Transit	<p>Horrible Idea. People will forever drive from the suburbs. All it will do is make traffic worse.</p>
766	Transit	<p>I like this idea! Value capture all the way!</p>

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767	Transit	<p>Safety is a real concern, particularly on the trains. I often have to report incidents on the train via text. I believe the "honor system" of paying fares is illogical. When I ride, I don't see many other riders stopping to scan their GoTo cards on the platform or buy tickets. Many may have transfers from buses, but it's not clear. I would like to see the platforms secured/enclosed so that all riders have to provide payment or transfer before entry onto the platform. This system is in place around the world, although largely in subway situations with more natural security. Alternatively, I would like to have full-time staffers at the stations to monitor access or more transit police on the trains to check for payment. I believe that some riders do not pay, see it as an easy way to break the law, and then may be emboldened to commit more offenses during their ride. The law is the law. Enforce it.</p>
768	Transit	<p>Transit signal priority is mentioned in passing but it should be a standalone action...even where bus only lanes are not proposed!!!! Switzerland has been implementing similar transit priority for many years to great effect. TSP can significantly improve transit speed and reliability without a significant capital expense. PLEASE CONSIDER ELEVATING THIS TO A DEDICATED ACTION! I can't tell you how often my bus, which is packed with 40+ people is sitting at a light so that 5-10 cars can pass in the opposite direction. Prioritize moving PEOPLE not cars. (I love this plan in general)</p>
769	Transit	<p>I support a strong priority for dedicated bus-only lanes and bus-only lane enforcement. Transit unreliability is the biggest reason more people decide not to take transit. Working people have busy lives, and even a 15-minute swing in bus commute time can be disruptive to someone's daily plans. Anyone who rides the bus regularly knows that if the bus is late even a few times in a short period, many people become discouraged and decide to stop using mass transit options.</p> <p>For this reason, I think there should be more potential corridors listed under Transit 2.3 -- for example, there appears to be no focus on bus-only lanes into the Uptown and south Minneapolis neighborhoods-- even though Uptown has the densest population outside of downtown. The City needs to focus its efforts on where people currently live--not just where potential changes will have the least resistance.</p>
770	Transit	<p>Please expand the bus rapid transit network more aggressively to ensure that all major areas of the city have a BRT option. The rapid success of the existing lines shows that this is the future--especially if the city is going to de-prioritize expansion of the light rail network. The city has not done enough to improve transit reliability in recent years, and that is why people are forgoing transit for more resource-heavy modes of transportation.</p>
771	Transit	<p>I love that we're thinking about our bus drivers. They're the most important part of the system!</p>

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772	Transit	The Midtown Greenway rail line is the single highest potential transit project in the metro area. The City of Minneapolis needs to lead the fight to make it happen. That includes working with Hennepin County to fund the rebuilding of the bridges over the greenway.
773	Transit	I don't think transit can be free - nor should it be. We need to have revenue to maintain and enhance the system (beyond our area's relatively high taxes compared to other states/metro areas) and I think that the reduced fare plans in place are adequate for seniors, students, and low-income riders. I would like to see the downtown zone expanded to include more areas of the core downtown and possibly allow for one transfer.
774	Transit	It costs \$1,625 to ride an express bus to work 5 days a week. (5X50X2X\$3.25) For that same price, I can buy a \$1,000 car every year, insure it, pay for gas for a 5-mile round trip, and 4 oil changes. Until you make transit MORE affordable than car ownership, no one is going to want to use transit when it's also less convenient. Transit NEEDS to be more affordable for everyone. Having it be free has been shown elsewhere to cause too many problems, but all fares need to be more subsidized.
775	Transit	I think that the METRO Blue Line Extension is vital to the community. Living in North Minneapolis, the C Line only does so much for connecting us with the northwest communities. This has been promised to our community only to be put on hold for years. I see how many cars park daily at the Summit Academy on highway 55 and wonder how many of these trips could be taken via light rail if this option was available.
776	Transit	As a long-time resident of the Lyn-Lake neighborhood and a previous resident of Chicago, I am happy to finally see more talk regarding Light Rail Expansion. The Blue Line and Green Line make sense for the large destinations in MSP, but a Light Rail down Lyndale to Bloomington or down Central Ave to Columbia Heights is something we are sorely missing. I live in Uptown and work in the North loop, and if I had a train system to use, not a bus, that could provide me timely service to the many neighborhoods that make our city great, I think we can combat frustration at traffic jams, reduce emissions with Light Rail technology, and show the residents of our city our local resident connections to the city are just as important as the Mall Of America and the airport. Imagine! You could take a train home from First Avenue to Richfield. Buses can run relative to the train routes, but I love the current Light Rail system we have and want it expanded.
777	Transit	I would like to see the Lake Street and 46th Street included as streets to look at bus only lanes or 4 lane to 3 lane conversions with Hennepin County and Metro Transit. The B Line on Lake Street is currently under development at Metro Transit, so this would be a good time to get involved. Hennepin County recently did a transit study for 46th Street, which has the A line running on it, so now would also be a good time to engage Hennepin County to influence any redesigns for that street.

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778	Transit	<p>I am thrilled to see this goal. While transit frequencies at fifteen minutes are not bad, they fall short of the international standard for frequent transit. The United States demonstrates how little it pays attention to transit when it boasts fifteen-minute frequencies as a significant achievement.</p> <p>In the future I hope that Minneapolis and Metro Transit will shift the goalposts so that a ten-minute frequency is considered the default level of service. within the Met Council's designated Transit Market Areas 1 and 2.</p>
779	Transit	<p>I hope that Minneapolis is strongly encouraging Metro Transit to add virtually all of these routes to their aBRT pipeline. With a dedicated funding stream from the Minnesota legislature, there is no reason why the Twin Cities could not be operating 20-25 aBRT routes by 2035.</p> <p>My only criticism would be that University Ave NE should be included on this list. Because it runs between Marshall and 2nd Streets NE, transit from those two routes could be combined onto University, for a much more frequent service that still works for residents in Northeast who live west of the BNSF railroad.</p>
780	Transit	<p>I think the Midtown Corridor is tremendously important. I am pleased to see the plan specifically mention "high capacity", which was a description that I hope was chosen to rule out the proposed low capacity rail project that was studied a handful of years ago. If rail is to be built in the corridor, it might be LRT, and compatible with the rest of the METRO LRT system.</p> <p>I would add just two words to this Action: "... and beyond." There is no reason why transit should be limited to a shuttle between the West and East Lake LRT stations. Future planning efforts for this transit service must look at opportunities to expand service, perhaps west (to the West End via Rt. 100?) and perhaps east (to the Ford Site? to the University?).</p> <p>I think the plan should specifically mention the need to not just study a constrained route.</p>
781	Transit	<p>I hope that the city is asking for the Met Council to consider routing the Blue Line Extension up Lyndale N, then across on Broadway, if talks with BNSF continue to be fruitless.</p> <p>An LRT route down Broadway would serve far more people in North Minneapolis than the current proposed Bottineau LRT alignment.</p>
782	Transit	<p>This is ambitious. I love it.</p>
783	Transit	<p>What about rail? Can we support rail running through highways or buses running along highways in dedicated center lanes?</p>
784	Transit	<p>This would be incredible.</p>

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785	Transit	Yes!
786	Transit	<p>I am glad that the word "streetcar" does not appear in this goal. In the years since the streetcar plan for Nicollet and Central was first studied, streetcars have opened in cities across the country, and virtually all have been spectacular failures. There is no conceivable transit justification for building a streetcar at great expense, when a far cheaper aBRT route would provide better service.</p> <p>The Nicollet-Central corridor deserves aBRT service that runs from Columbia Heights to Bloomington, not a trolley that gets stuck in traffic and only serves a fraction of that route.</p> <p>The city should officially kill off the streetcar idea and give Metro Transit the go-ahead to plan aBRT for this essential route (which would be, if you combine the local bus ridership, the busiest bus route in the Twin Cities by a mile).</p>
787	Transit	<p>I am thrilled and excited to see immediate implementation of bus-only lanes listed as an action.</p> <p>My only concern is actually how many routes are proposed. While bus congestion is a concern, it is important for transfers and system legibility to run all bus routes down as few streets as possible. That way, a rider can transfer without walking far, and they can easily find their next route because it will run on a predictable street.</p> <p>I hope that while Minneapolis is painting bus lanes, the city also works with Metro Transit to consolidate routes as much as feasible, so that the system is easy to understand, and riders can intuitively guess where certain types of services may be accessed.</p>
788	Transit	<p>What is the business case for this? I understand for certain use cases, but we need to balance this with labor equity for ride hail drivers while ensuring we invest these resources into folks who need it most/generate the greatest socioeconomics benefit.</p>
789	Transit	<p>What if we automatically gave free transit to people with lower-income jobs through a partnership with employers?</p>
790	Transit	<p>The train should never have to wait for car traffic downtown, but it does. Figure out how to get those lights to align for the trains better! ... add 5th St to the list of high-priority speed and reliability corridors.</p>
791	Transit	<p>You put in an extra "6.9" which is... nice but for consistency you should probably edit that out.</p> <p>Anyway, I support that program, sounds nice. maybe have metro transit have more than English on their apps/signage</p>

792	Transit	<p>I understand that some streets are easier wins than others. However, this list of "Evaluate" routes contains some absolute essentials.</p> <p>Hennepin Avenue through downtown is probably the most crucial. When the reconstruction is complete, it will have been closed to cars for a significant period of time. Why open up two lanes to general traffic when they had previously been coping with just one? Hennepin Avenue is the most important bus artery for service from NE to SW, and bus lanes are essential.</p> <p>12th Street is also important. When the Orange Line BRT opens up, it will include a contraflow bus lane from the new bus-only ramp to Marquette. Establishing a bus lane in the street's natural direction is a natural and obvious second step. *BOTH* of these lanes should be extended from the I-35W ramps at 4th Ave to the I-394 ramps at Hawthorne Ave. This would speed hundreds of commuter buses to both the west and the south every day. I am surprised that this route is only on the "evaluate" list, since it seems to me that there is already the space and the demand for this. A temporary bus lane could be striped on 11th, until the Orange Line ramp and lane are open. At that point, the bus lane on 11th could be subsequently converted into a protected cycle track.</p> <p>Finally, I know they are county roads, but there should be an Action added that mentions asking Hennepin Co for bus lanes on Lake and Washington.</p>
793	Transit	<p>Strongly support these strategies. Enforcing "block the box" rules in downtown would have a huge impact on daily bus speed (and potential ridership)</p>
794	Transit	<p>Please add "signage" in general to this -- even if a transit stop doesn't have real-time schedule information, enhanced signage (e.g. "Bus to Downtown every 10 minutes") can make a big difference in attracting new ridership.</p>
795	Transit	<p>Yes! Please do this! It's a no-brainer and would help encourage more people to try and use transit!</p>
796	Transit	<p>YES</p>
797	Transit	<p>Incentivize housing developers to create spaces for car-sharing services on-site.</p>
798	Transit	<p>Adding additional bus-only lanes and signal priorities would hands down the best thing that could happen to our bus network.</p> <p>Bus-only lanes should be permanent, not dynamic to continue to encourage more transit use. Signal priority should be employed at every intersection possible. Transit riders actively decrease congestion and should always have the quickest route to where they need to be. Major corridors like Hennepin, Lyndale, Lake, and Nicollet should have bus-only lanes and signal priority on the entire street.</p>

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799	Transit	<p>1) No new traffic enforcement given how enforcement targets and affects lower-income communities and communities of color at a higher level than other groups of people.</p> <p>2) The Freight Network should be separate from the Pedestrian Priority Network.</p> <p>3) Add an action to ban 18-wheeler trucks from the city</p> <p>4) Add an action to ban any new parking spaces.</p> <p>5) Add an action to prevent new funding for motor vehicle infrastructure and only allow funding to repair, maintain and decommission existing infrastructure.</p> <p>Also your web interface is very difficult to use. You should make it easier to leave comments by more prominently linking to this form.</p>
800	Transit	Is there a way we can stop people from smoking on buses and trains?
801	Transit	I would like the City of Minneapolis to partner with the Minneapolis Park and Recreation Board and Metro Transit to study the potential of public transit along the Grand Rounds. This would connect popular destinations and job centers, such as Saint Anthony Falls/Downtown Minneapolis, Minnehaha Park/46th Street Station, and Lake Calhoun/Uptown. In addition, this would help reduce traffic along the parkways and improve safety for bicycles and pedestrians.
802	Transit	I would like to see high capacity, neighborhood-based transit along the 38th Street Corridor listed as a specific goal.
803	Transit	My husband and I are Twin Citians with deep family roots. We have a condo in the North Loop and would always choose to ride the light rail except for the deterrents: free loaders, druggies, and the lack of supervision. In other major cities you are checked for having paid for a ticket to get on the train, first and foremost. Uniformed personnel troll the cars to lend a level of supervision and help when needed. This is what we would like to have in place for our light rails to feel safe, encourage more ridership.
804	Transit	Curious as to why this is listed as a "High Difficulty" strategy? I'd like to know more about that. It seems like something that could be fairly attainable.
805	Transit	I support the rapid expansion of bus-only lanes.
806	Transit	As a transit user, I support more accessible and safe boarding areas and shelters, frequent buses, and dedicated transit lanes.
807	Transit	Safety & security should be a very high priority. I know of many people that won't even consider using transit because they feel it's unsafe. The safety of the drivers should also be considered, because if they are not safe, then no rider is safe. This could mean they are in an enclosed secure area with their own separate door.
808	Transit	This is a great idea. Let's build more housing on excess right of way.

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809	Transit	<p>Increased traffic enforcement is not a constructive method for implementing a transit plan and greater societal benefit through TAP. Increased traffic/transit enforcement (whether through automated technology or in-person/police coordination) strongly amplifies and exacerbates racial disparities, and disproportionately harms black people, indigenous people, and other POC. Increased enforcement will most likely be placed on areas that are already made up of individuals of color and low-income communities, and the penalties will disproportionately affect already marginalized people. Increased enforcement also has consequences such as gentrification and its inequalities. What is needed for the wide-spread adoption of TAP ideas and policies leading to greater social change is community education, positive, affordable, and accessible options, programs, and support pathways.</p>
810	Transit	<p>Efforts to allow access for all people must include further development and systems around accessible and mobility in the transit system for disabled people. Metromobility is not a sustainable or accessible/efficient transit alternative to regular metro transit. Metro transit must be responsible and trained around being accessible to all people and abilities, instead of shunting others to use unreliable metromobility. This means proper training around securements, ramp usage, seating prioritization, and reliable and easy access in making comments, safety complaints, and more. What also must be addressed is the policy and policy upholding in real situations around mobility capacity and leaving wheelchair users at bus stops (especially in winter) due to solvable problems (in some cases).</p> <p>In summary, equity around access should include wide-spread integration and reliable safety and training for disabled riders and other people with specialized needs, that does not only look like being shunted to ineffectual metromobility.</p>
811	Transit	<p>I live in NE Mpls. and have used the light rail for trips to the airport or for picnics at Minnehaha Falls with my granddaughter. The last few times I've used the downtown light rail to get to the airport I have felt uncomfortable in the loading area or on the train due to loud groups of young people on the train or platform. This is likely a perceived safety issue but my own and my granddaughter's anxiety feels real and makes me want to drive instead, though I support using transit. Safety and perceived safety are big issues for me.</p>
812	Transit	<p>Overall, I think the plan has put forth great goals on public transit! There are a few opportunities for setting more aggressive goals which I think are important for demonstrating commitment and making transit a viable option. First, we should set a goal wait time of 5 minutes or less for major routes. We should also set a goal of having transit trips take the same amount of time, or less than car transportation. We should also clearly align transit improvements with a commitment to carbon neutrality by 2050.</p>

813	Transit	<p>Imagine this! Our first two underground Metro Lines:</p> <p>46th and Nicollet to Broadway and Penn via Nicollet, Washington and Broadway AND</p> <p>West Lake Green Line Station to Blue Line Lake Street station (above ground through the lakes, then under Lake Street the rest of the way). This would free up the greenway for, well, GREENING!</p> <p>These two lines would shatter every ridership record and elevate Minneapolis to a completely new level of economic competitiveness. Imagine hopping on the metro at 46th and Nicollet and being at Penn and Broadway in 20 minutes! Ditto for Green line to Blue line along Lake Street. Big ticket items with HUGE impact. And these lines are truly needed now that Minneapolis is "growing up" and become a far more densely populated place.</p> <p>Metro for Minneapolis! And these are the right two lines to start!</p>
814	Transit	<p>Strongly support reducing high frequency definition to 10minutes. 15 minutes is way too long to wait when it is snowing/raining/cold, etc. I want to know that I'm likely going to wait 5-10 minutes if I'm headed somewhere without checking a schedule first.</p>
815	Transit	<p>Before I critique this, let me say that I believe the downtown riverfront and the North Loop do need enhanced access/connections to transit. However, -- I disagree with new vehicle types. Creating some new trolley or mini loop bus or something would be fun, and possibly an interesting little tourist draw, but it would continue the fallacy that the "real" busses are complicated/confusing/designed for the poor (and not the everyday person in Minneapolis). Why don't we take the buses & routes we have, and make them more useful and understandable to the general population/tourists first? If people realized how simple the buses are to ride, they'll do it more. The riverfront/North loop could be places where we teach more newbies about buses -- rather than new vehicles, maybe we just need better wayfinding (signage, posters, designated color scheme, etc.) that helps visitors know which buses will take them between these two neighborhoods. On top of that, we should consolidate some of the lines (2nd St & Washington in N. Loop, for example) and reroute others (something through mill city/riverfront) so buses are more regular through these areas, and therefore, make sense to do this kind of special wayfinding attention.</p>
816	Transit	<p>LOVE IT! So long as the neighborhood-based transit choice is something that runs on rails and doesn't require a roadway. If a BRT route was constructed in the Midtown Greenway the Greenway would be destroyed by filling it up with a roadway, even if you never ran a single bus through it.</p>
817	Transit	<p>We need dedicated transit lanes on all streets with 4 vehicle lanes.</p>

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818	Transit	Increasing high-frequency services is a BIG deal in the winter. Also, it's really helpful to have bike racks available for use on all modes public transit--please keep this as a priority, as that gives me the option to choose biking, in combination with busing, as a flexible option in all seasons. I've noticed we're better than a lot of other cities in this respect, where bike racks aren't consistently available. Bikes and transit can be nicely mutually reinforcing modes of getting around, if we think of them as "sister" infrastructures!
819	Transit	As a bus commuter, these improvements look great. One thing I want to mention is that adding more basic shelters at stops would be huge. They don't even need to have benches in them, just some sort of shelter from the weather to stand in. I commute by bus and my stop is not covered, which can really suck sometimes.
820	Transit	I agree that the high frequency network needs to be at least 10 minutes, and I would prefer to see a goal of 5 minutes. Transit must be more frequent to be usable.
821	Transit	This is so important. We shouldn't have any urban highways that don't have transit advantages on them providing fast and easy connections that prioritize transit.
822	Transit	I would like to see this list of streets that should get transit advantages be expanded. There are many more high-frequency transit corridors in the plan that won't be able to deliver on high-frequency transit without transit advantages.
823	Transit	A critical part of ensuring pedestrian access to transit service is coordinating snow removal around transit stations. The current system, with Metro Transit responsible for clearance at some transit stops and property owners responsible for clearance right next to it, leads to so many transit stops being unusable in winter. The city should coordinate snow clearance between Metro Transit and other agencies to ensure that transit stops can be reached along the pedestrian priority corridors that serve them.
824	Transit	Upon completing study of free transit, please move towards implementation. Reduction of car subsidies should be shifted to investment in transit systems.
825	Transit	Please prioritize expansion of the light rail network. I used to live along a stop and used it daily to commute. I would be happy to again, but without a more extensive network it is difficult to use on a routine basis. I also strongly support the Northern Lights Express and other expansion of train networks throughout the city and state.
826	Transit	In cities with good transit, 15-minute headways are considered slow, not high frequency. We must do better to increase transit mode share.
827	Transit	Bus-only lanes should always be full-time. And they need to be enforced. Dynamic lanes are confusing and ignored. Electronic enforcement would be ideal.
828	Transit	Yes, to all of these. This should be considered a start. We need dedicated transit lanes on all streets with 4 vehicle lanes.

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829	Transit	Caveated yes: need to keep equity front of mind when implementing this.
830	Transit	We need to improve transit speed greatly downtown. Give buses signal priority. Reduce the number of stops. Plan for a future tunnel ala the silver line in Boston. However: Nicollet Mall should be a pedestrian plaza. Move buses onto a different street but give ample space to those buses along with the recommendations above.
831	Transit	Enforcement is critical to making dedicated bus lanes effective. Automated enforcement is ideal.
832	Transit	We need throughout the city, accessible to every Minneapolis within a 10 minute walk: - pedestrian-only plazas - bike- and pedestrian-only streets A network of "super blocks" to open the streets back up to humans would go a long way toward reaching the city's climate and transportation goals. Transit needs actual priority -- signal priority, lane priority through enforced dedicated bus lanes. Transit also needs to feel welcoming. The BRT lines do a great job at improving the experience, and much of that is the design at the street level.
833	Transit	Yes, Washington Avenue especially needs better transit. The North Loop looks like a city, but transit options sometimes make it feel like the suburbs.
834	Transit	This coordinator is very important. Ideally this extends into Columbia Heights/Fridley as well, so I strongly recommend a regional partnership on this. Consider bus instead of streetcar with the ability to add a streetcar in the future.
835	Transit	Moving to a fare-free system can't be done by Minneapolis alone, but trying it in specific areas could, and we should test it.
836	Transit	Minneapolis needs to be an active leader on this -- can't wait for Metro Transit/Met Council to act on their own. We need to guide/influence them in developing long-term operations plans.
837	Transit	As someone who would benefit from better regional transit, so often poor land use decisions in the past make transit difficult and expensive. To me, this is a "nice to have" but is not worth the high effort right now. We need to focus on improving transit within the city or to close by job centers just outside the city.
838	Transit	Yes, leading pedestrian intervals, tabled intersections, long signal times, safer ways to cross unsignalized intersections -- all very important!

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839	Transit	Ideally transit would be fare-free. We should reduce the friction for taking transit as much as possible. In the least, steep discounts for those who need it should be available.
840	Transit	Real & perceived safety issues have deep impacts on whether or not people take transit. The City has an opportunity to frame what safety looks like and who it is for, on transit. I also think the city could address these concerns with other measures and partnerships-- MADDADS, other orgs, better lighting, more benches, how they direct their own police to work.
841	Transit	Yes. And think bigger than fare-free days; and look into fare-free weeks, weekends. Fare-free routes?
842	Transit	I think this should be a high priority for the city; this is connected to transit safety, to moving people from the idea that a car is better. Understanding transit systems, and how they connect your community to your city is a way to cut down on barriers to resources and services.
843	Transit	I think the high frequency goal needs to be 5 minutes or less, not 10, to truly shift to higher ridership. Non-high frequency routes should be 15 minutes or less.
844	Transit	It is not clear how the city will accomplish transit 1.1, expanding the high frequency network, unless it is (as has notably been done in Seattle) purchasing transit service from the transit provider to add to what is already scheduled. if that is the intent it would be good to state outright!
845	Transit	Establish bus-only lanes on as many high frequency transit corridors as possible to help speed up our transit vehicles and make most efficient use of our public streets. An astounding bit of math reveals that a single 40-foot standard city bus at half-capacity carries a number of people who, if traveling at 25 miles-an-hour in a single lane at the Minnesota Department of Public Safety's recommended safe distances, would stretch for a full mile! Get those cars off the road!
846	Transit	Taking transit should be faster than driving in a car on local streets. If we don't achieve this, there is no way we're going to hit mode-share targets.
847	Transit	Transit and bike lanes should replace driving lanes, not parking lanes, as much as possible. Our mode shares right now do not actually provide enough non-car customers for most businesses--we'll get there, but we have a transition time in which on-street parking is valuable. Also, on-street parking can help generate foot traffic on the street (instead of from a hidden parking lot to a back door) and can serve as a buffer from moving vehicles. If we need to reduce driving lanes to a one lane one-way street that's fine.
848	Transit	These are essential steps to making transit a competitive mode for more people. I fully support this section of the plan.
849	Transit	yes, and make it high frequency (1/seven minutes), as well as 24/7
850	Transit	Sure, but also look at a grand rounds connector to remove private vehicles from our parkways.

851	Transit	Yes, to supporting lane conversions. There should be a policy of no new (net additional?) lane miles within the city of Minneapolis limits, period.
852	Transit	Love the crosstown service goal. This is so important. Headways on the high frequency network need to be 5 minutes or better most of the day. 10 minutes is considered "good" by transit folks for a bus system, but you cannot model transit service on bus systems because there is not a bus system in the country that achieves the mode share you are targeting. You must look to high-ridership train systems as service models: the only cities that have ridership at or higher than 25% for transit are NYC, Chicago, DC, Boston, Philly, SF. We can compete, but certainly not with 10-minute headways.
853	Transit	Sure
854	Transit	Yes!!!
855	Transit	Yes, and also from North to South Mpls!
856	Transit	Yes! Also, connect the 2 to the SWLRT station along Franklin
857	Transit	Yes, and younger students as well
858	Transit	This sounds like something for Mobility Hubs!!! Ideal co-location opportunity.
859	Transit	Maybe, depending on if these are ways to implement class segregation.
860	Transit	The congestion is from cars. Cars are on wheels. Cars can take any route, while busses are fixed route. Private vehicles should not be on transit corridors.
861	Transit	Yes, also reduce vehicle volumes and remove private vehicles from transit corridors.
862	Transit	Yes. And remove/greatly limited private vehicles on transit corridors.
863	Transit	Splitting busses between Nicollet and Hennepin negates the local advantage.
864	Transit	Yes.
865	Transit	So long as it is dynamic flexibility that does not include private vehicles.
866	Transit	Yes, until highways are removed; continue to provide direct transit connections where the highways once were.
867	Transit	Yes
868	Transit	Also make sure they understand walking/rolling/biking and protect those who are vulnerable.
869	Transit	Yes.
870	Transit	Yes, and continue to fight to reduce number of lanes on Olson Memorial/Hiawatha.
871	Transit	Yes.
872	Transit	Only as a last resort. Use any freeway projects to push for freeway lane reductions and removal. Freeways hurt our city more than transit helps it.

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873	Transit	Only so long as walking/rolling/biking are also improved in those immediate areas.
874	Transit	Yes!
875	Transit	Yes!
876	Transit	Yes!
877	Transit	Yes
878	Transit	Yes. Also remove lanes from Olson Memorial.
879	Transit	Yes!
890	Transit	Yes, to train connections, yes to other connections, but we also need an urban grown boundary.
891	Transit	Yes, and work to update Mpls2040 for more density/affordability around the Franklin stop
892	Transit	Yes
893	Transit	Yes!
894	Transit	<p>WINTER MAINTENANCE</p> <p>We need city-led winter maintenance at the very least along our PPN.</p> <p>Reduce vehicle volumes at high volume intersections. Very few of them need to be such, given the level of connectivity grid we have.</p>
895	Transit	Not unless these are companies that are ethical and equitable and reduce VMTs.
896	Transit	Yes!!!! Free transit!!! Pay for it with property taxes, available to all residents with municipal ID!!!
897	Transit	Yes
898	Transit	<p>No, not unless this is primarily helping people who are from homogenous areas be less scared of diversity without legitimizing their fear.</p> <p>If anything, provide guidance to transit riders on how to diffuse situations. We know many people who are struggling ride transit, and can encounter frustrations while on it, and anyone who rides regularly sees that some riders are really good at defusing situations while others are still learning. Help us learn faster, to be in community with one another. This would help us in other scenarios as well.</p>
899	Transit	<p>Yes, but ALSO BENCHES.</p> <p>And every hub needs restrooms and water fountains as well.</p>
900	Transit	Yes. Address privacy/tracking concerns.
901	Transit	Yes!!! Also, work to create unlimited ride programs like this for low-income residents.
902	Transit	Yes. Allow people to adopt and decorate stations.
903	Transit	Yes! And do this for ALL prospective riders, not just immigrants and non-English speaking communities. For non-transit riders regardless of language/origin, riding transit can seem intimidating.

Minneapolis Transportation Action Plan (Engagement Phase 3)

Online Map

904	Transit	Until they can keep people from harassing and threatening violence on the commuters, people aren't going to want to use the transit. I'd rather walk ten miles than have someone threaten to rape me on the train again. I don't feel safe riding the rails currently when I travel for business.
905	Transit	Yes, but ONLY IF these days are days when it's especially vital to have fewer drivers or for safety for vulnerable people: 1. air quality alerts 2. winter snow emergencies (busses can handle conditions car drivers can't) 3. heat advisory days 4. dangerously cold days
906	Transit	Yes! And do this for ALL prospective riders, not just immigrants and non-English speaking communities. For non-transit riders regardless of language/origin, riding transit can seem intimidating.
907	Transit	I wanted to say thank you to PW staff who worked so hard on pulling this together over the past few years. I sincerely appreciate every single person I've gotten to talk to about it (nerd out with) at engagement meetings, and your efforts to continue this engagement in light of COVID. Thank you for working so hard to make our city more equitable, more resilient, and healthier for each of us and our planet.
908	Transit	Free fares for everyone, all of the time! I think not understanding how / where / when / how much to pay can be a big impediment to new ridership. I've lived and traveled all over the world, and I'm a huge transit enthusiast, but when I don't understand the fare system in a place, I walk. Nobody wants to be digging in their wallet or pocket while trying to keep their balance in a crowded moving object. Plus, the obvious equity reasons.
909	Transit	Agree, especially on trains where operators aren't in evidence, but please no police. We need ambassadors, or social workers, or some kind of very friendly monitors. Increase people's sense of community and responsibility to each other. Facilitate conversations or interactions or mutual support. Don't just scold people and throw them off. That makes everything feel worse.
910	Transit	Please install full-time lanes, with red painted pavement, whenever possible - the small gain of retaining off-peak parking on the existing Hennepin Avenue bus-only lane is not worth the significant operational negatives of cars continually being parked in them during bus-only hours.

911	Transit	<p>TAP GOALS MUST ALIGN WITH THE PHYSICAL REALITY OF CLIMATE BREAKDOWN</p> <p>I greatly appreciate the work and planning within the TAP, but following the City’s own climate goals means that the timeline for mode share shift, as well as degree of that shift, are both inadequate to meeting the reality of climate breakdown as set out in more recent international documents, per international consensus of thousands of scientists. I urge the TAP to align its goals with our physical reality and scientific consensus, recognizing that the often-slower political processes we have relied on to create this document render it obsolete even in draft form. We need the TAP to be in alignment with our physical reality and the response required of us.</p>
912	Transit	<p>THE TAP NEEDS AN INNOVATIVE FRAMEWORK TO ADDRESS NON-LINEAR/EXPONENTIAL PROBLEMS</p> <p>I admire how innovative and forward-thinking the draft TAP. However, the framework of the TAP itself relies too heavily on applying linear solutions to all problems. Climate breakdown--and its subsidiary crises such as epidemics, global supply interruptions, severe weather disasters, and population migration--is an exponential problem, and a Public Works plan for the next ten years must include guidance on non-linear shifts, including how to adeptly respond to interrelated crises or societal changes, in a manner that continues movement towards climate resiliency.</p>
913	Transit	<p>Please paint the pavement red on Nicollet Mall and Marquette/2nd. Now that we've started using red pavement for some bus lanes, consistency is important and will help get the message across. Private vehicles drive on Nicollet far too often.</p> <p>Alternately, consider working with Metro Transit to remove buses entirely from Nicollet Mall once the Hennepin reconstruction is complete. The routes that cross the river on Hennepin could move to Hennepin along with the 4 and the 6, and the routes that cross the river on 3rd Ave could move to 3rd Ave for the entirety of downtown (ideally with bus-only lanes and other transit advantages). There's really no reason besides historical momentum to have both of downtown's N/S local bus spines be only a block apart, and the advantages of increased transit access to the booming eastern part of downtown and the ability to have events on Nicollet without detouring half a dozen busy bus routes should more than make up for the inconvenience of no longer having buses stop right at Target.</p>
914	Transit	<p>At least two of the future SWLRT stops are in areas that could attract problematic behavior -- 21st Street and "Bryn Mawr." The City of Minneapolis should step up to create positive climates at these stations before a tone is set in which people feel comfortable hanging out, dealing drugs, intimidating transit users. The VOLUNTEER</p>

		<p>neighborhood association has worked hard to create a safe and welcoming atmosphere at Hidden Beach, and the light rail stop has the potential to be positive or very negative. I hope the City will take a responsible role in this \$2 billion project that you have supported. Thank you.</p>
915	Transit	<p>THE TAP CANNOT IGNORE WINTER</p> <p>I'm bewildered by the draft TAP's ignorance on winter walking conditions. I cannot speak strongly enough to the fundamental necessity of accurately assessing and addressing our weather within the TAP. While I appreciated that the City created a Winter Maintenance Report, I had strong reservations about its framing and conclusions; the continued disconnect between the City's understanding of winter and that of people who walk/use wheelchairs is embedded within this document, and it's deeply alarming. My concern here is threefold.</p> <p>Firstly, I do not see evidence that Public Works understands the impact that snow and ice have on walking and using wheelchairs. Public Works continues to design and build sidewalks that do not drain once the ground is frozen, it continues to co-locate storm drains and ADA ramps, it worsens sidewalk and crosswalk conditions with its plowing, and it does not appear to have a working definition of cleared sidewalk that is shared by those who rely on sidewalks.</p> <p>Secondly, I do not see that Public Works recognizes that these conditions are worsening as climate breakdown continues to increase severe weather events including blizzards, freeze-thaw cycles, and other precipitation that overwhelm our sidewalks and our stormwater management capabilities.</p> <p>Thirdly, I do not see any feasible plan within the draft TAP to keep our City's transportation network usable in the winter for those who rely on it, given the extent to which the first two points have been overlooked. To ignore the vagaries of winter is to resign the residents of and visitors to Minneapolis to isolation, hardship, and injury for many months of the year. Without understanding winter, assessing drainage as it pertains to sidewalks, and planning for the rapidly changing winter conditions of climate breakdown, the city cannot meet its mode share goals.</p>
916	Transit	<p>I completely missed "seating" in the action, I don't even know how! I rescind that portion of my comment, though I do hope that the seating is more accessible than what is available at the uptown transit station or at some LRT stations.</p>
917	Transit	<p>THE TAP MUST REIMAGINE ARTERIALS</p> <p>The draft TAP continues to treat community corridors--transit routes,</p>

		<p>our high-density residential (low-income and senior housing), our busiest commercial and cultural streets--as thoroughfares for personal vehicles and freight. This oversight is at odds with all stated goals of the TAP, particularly as regards [equity, climate, mode share shift, vision zero] and goes against the land use put forth in Mpls 2040, which guides the TAP.</p> <p>Our arterials are indeed the veins of our city, the lifeblood of our communities and neighborhoods. We cannot say we care about equity and funnel private vehicles and freight traffic past our children’s schools, our seniors housing, and our lowest-income renters in every neighborhood. We cannot say we care about climate breakdown and force our transit to share streets with drivers, parking in our bus lanes or driving onto our light rail tracks. We cannot say we care about a priority pedestrian network and force those walking and using wheelchairs to move alongside and across the paths of trucks and high volumes of speeding commuters.</p> <p>I recognize that rethinking our arterials in accordance with our values and our comprehensive plan is politically difficult and logistically complicated, particularly given how many of these are county roads. At the same time, however, I urge Public Works to commit to intellectual and institutional leadership in setting a course, regardless of how difficult, that is truly aligned with the values we espouse, and the mode share shift we need.</p>
<p>918</p>	<p>Transit</p>	<p>Don't just take the easy way out and study downtown Hennepin Avenue bus lanes to death - install full-time bus-only lanes between Washington Ave and 12th St S starting on the day buses move back from Nicollet. Now that completion of the middle section has been delayed to 2022, car traffic will have had three years to get used to navigating downtown without Hennepin being a high capacity through street. Taking two general traffic lanes away, once they're restored, will never be less painful than just not restoring them in the first place.</p> <p>Instead of the 11th St S bus-only lane, consider extending the contraflow bus-only lane being installed on 12th St the rest of the way from 2nd Avenue to Hawthorne. This would simplify the system and allow 394-bound buses to use the last set of stops on Marquette Ave between 11th and 12th. Additionally, this would force a reconfiguration of the deadly 394/12th/Linden intersection.</p>
<p>919</p>	<p>Transit</p>	<p>The plan should target transit wait times of five minutes or less - in line with other transit systems that actually achieve 25% transit ridership.</p> <p>The plan should set a target that a direct transit trip is as fast, or faster, than a car - in line with other transit systems that actually achieve 25% transit ridership.</p>

		The plan should be drafted around a goal of community-wide carbon neutrality by 2050.
920	Transit	<p>The Minneapolis TAP makes it clear that its goals are to improve people’s lives: The TAP seeks to unlock the potential of our streets as places for people. Our streets need to reflect our values of creating a more sustainable, equitable, safe, and prosperous city And the TAP lays out frameworks to:</p> <ol style="list-style-type: none"> 1. Enhance and ensure safety on/off the streets, sidewalks, waiting areas, and public transit. 2. Create opportunities for access to sustainable transportation and to meeting people’s needs, including access to employment. 3. Follow ADA rules for supporting those with disabilities. <p>What seems to be missing from the TAP are specific plans to include two constituencies who have dire need of the above three TAP goals being taken into account:</p> <ol style="list-style-type: none"> 1. People who are living with homelessness. 2. People covered by the ADA law whose disability is mental illness because depression, for example, is an ADA-inclusive disability. <p>Please consider the vital importance of three things that are a barrier to supporting these two groups of people, as well as people who rely on public transportation to be able to get to their job--especially on the Green Line light rail:</p> <ol style="list-style-type: none"> 1. Suspending overnight service makes it impossible for many second and third shift workers to get to/from their jobs. 2. Transit police carrying guns is intimidating to transit customers who may need assistance and traumatizing to people who have been battered, trafficked, and/or abused. 3. If a gun were ever discharged inside a bus or railcar it would almost certainly kill or severely injure innocent bystanders due to the tight space and the hard surfaces that would deflect bullets. The tasers that officers carry ensures everyone's safety in a much more controllable way and would seem to preclude the need for guns. <p>Thank you for considering these important issues as you finalize the frameworks and implementation plans for the TAP.</p>
921	Transit	We need to make transit wait times more flexible- 5 minutes or less - to truly get people riding transit consistently. 1 hour/30 min and even 15 min intervals are not enough to have mode shift! We need to make transit faster than taking a car. Prioritize walking, biking, rolling, and bus transit before cars and on street parking please!
922	Transit	<p>The plan should target transit wait times of five minutes or less - in line with other transit systems that actually achieve 25% transit ridership.</p> <p>The plan should set a target that a direct transit trip is as fast, or faster, than a car - in line with other transit systems that actually achieve 25% transit ridership.</p>

<p>923</p>	<p>Transit</p>	<p>As a cyclist and a public transit user I applaud the plan's intention to increase use of both means of transportation. Please include in the plan education for drivers -- too often I am cut off or crowded by cars on the road even when I am in a bike lane and cars and deliver vehicles find bike lanes convenient places to stop "just for a minute," risking my safety by forcing me out into traffic. Also, please plan for better snow and ice clearance in winter. I am terrified to bike in winter because the bike lanes essentially disappear. Additionally, it would be nice to see the city make pedestrians, bikes, and busses priority road users instead of cars. If it is harder to get around by car, more people would take other forms of transit.</p> <p>In addition:</p> <ul style="list-style-type: none"> - The plan should target transit wait times of five minutes or less - in line with other transit systems that actually achieve 25% transit ridership. I have had to sometimes wait for 30 minutes to over an hour in rain, heat, snow, and below zero temperatures for a bus. this is unacceptable and potentially puts people's lives in danger. - The plan should set a target that a direct transit trip is as fast, or faster, than a car - in line with other transit systems that actually achieve 25% transit ridership. My husband would love to be able to take a bus to work but his drive time is 15 - 20 minutes and a bus trip is close to 90. - The plan should be drafted around a goal of community-wide carbon neutrality by 2050. <p>Thank you.</p>
<p>924</p>	<p>Transit</p>	<p>The plan should target transit wait times of five minutes or less - in line with other transit systems that actually achieve 25% transit ridership.</p> <p>The plan should set a target that a direct transit trip is as fast, or faster, than a car - in line with other transit systems that actually achieve 25% transit ridership.</p> <p>The plan should be drafted around a goal of community-wide carbon neutrality by 2050.</p>
<p>925</p>	<p>Transit</p>	<p>75% of the population within a quarter mile doesn't seem sufficient, and the overview of this plan does not specify *which* 75% of the population has access. I would like to see equity explicitly addressed, with intention stated behind providing more transit resources to low-income neighborhoods.</p>
<p>926</p>	<p>Transit</p>	<p>Serving my last term of AmeriCorps in northern Minnesota made me realize how much I did not want a car. I got into two crashes, one of them which resulted in my car being totaled. I also learned that I have</p>

		<p>a medical condition that can result in me being tired at times, which can be dangerous behind the wheel. Driving also makes me much more frustrated. Having to rely on a car to run errands or get to work and between meetings is not the life I want to live. Fortunately, I only spent three months of my life with a car.</p> <p>I grew up in San Francisco in a one-car household. Before middle school, however, my family had no car. We got around by public transit, and I really enjoyed how public transit has the ability to connect my family with friends and neighbors, as well as get to different parts of the city. It was one thing my parents continued to pay for, because they realized that, despite being poor, we had to be able to get to school. That was my ticket to be able to see the city and claim some sense of solitude for myself. But they were frustrated with how unreliable it was, and I also found myself concerned about how crowded the buses were. I started walking to school in high school, because the school was a 10-minute walk from home. I also loved taking walks. In college, I began to bike 7 miles in each direction over the hills of San Francisco to get to school.</p> <p>Four years ago, I moved to Minneapolis to complete a Planning internship. I learned that the transit system in the Twin Cities, as well as getting around by biking and walking, were way different than in San Francisco. It's much easier to bike in the Twin Cities, however, there isn't a unified bikeshare system. When I first moved out here, I didn't have a bike, so I relied heavily on Nice Ride and became one of its top users. I also noticed that the sidewalks had a delineated zone and are much more consistent in width than those in San Francisco. The only problem is that sidewalk clearance in the winter isn't consistent. I've had bad falls because of slick sidewalks, fortunately, they weren't serious enough to disable me.</p> <p>I appreciate the work that the city is doing to improve biking, walking, and transit. I strongly support the city's implementation of this plan because of my lived experiences using these modes of transportation. My comments with regards to the Plan will address what the city can do to strengthen it such that they truly become modes useful for everyday life.</p> <p>TRANSPORTATION</p> <p>I noticed the transit system in the Twin Cities is different than that of San Francisco. San Francisco's transit system only serves San Francisco, and there are 27 other systems that serve the suburbs. The Twin Cities has six, with Metro Transit serving both Twin Cities, as well as its first-ring suburbs. The buses are generally on-time and are hardly ever full. But they get stuck in traffic more. Getting on the bus at busy stops</p>
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		<p>takes a while. The travel lanes are not designed to ensure the efficient flow of buses. In some cases, I've seen buses partially drive on the bike lane because the lanes are too narrow. I've seen buses drive partially on the sidewalk or on oncoming travel lanes because there isn't room to complete the turn.</p> <p>I support implementation of Transit Policy 2.2, 2.3, and 2.5, as well as Design Policy 5.2, and believe that the City should go further. Shortly before I left San Francisco, the City devised solutions to make transit better. To solve the problem of buses straddling lanes, the travel lanes where buses are most likely to travel on were widened to 11', in order to accommodate the 10'6" width of the bus. On heavily congested streets, they installed red-painted transit lanes. To enforce those lanes, they installed cameras on every bus. Footage collected from the buses is then downloaded and reviewed by parking control officers, who sit in an office and write tickets as they see violations happen. Finally, the city made changes to one intersection (see Fulton & Central in https://www.sfmta.com/sites/default/files/projects/2015/1%20Cole%20to%20Baker_0.pdf) to accommodate bigger turning radii of its largest buses. In addition to the corridors identified in the Transit Policies, I support exploring the feasibility of a transit lane on Nicollet Ave between Grant St and Lake St, as well as on Lyndale Avenue between Dunwoody Blvd and 46th Ave.</p> <p>I also strongly believe the city should consider allowing all-door boarding in its city limits. In July 2012, the City allowed transit riders to board through all doors of the buses. Moving forward, every bus the city ordered had rear doors that were the widest available, in order to facilitate offboarding and onboarding of passengers. It reduced dwell time by 35% (see https://www.citylab.com/transportation/2015/03/why-buses-should-let-you-board-through-any-door-in-2-charts/387739/). I also support the implementation of free transit fares, to be funded by the City of Minneapolis by taxes on corporations with over 1,000 workers. Not having to pay for transit while I was growing up would have been helpful growing up.</p> <p>BICYCLING AND BIKESHARE</p> <p>Since I moved to Minnesota, I became an all-season bicyclist. I love biking on trails, but sometimes I prefer to bike on the streets because of how much time I save. Nonetheless, I feel safest when I don't have to contend with traffic.</p> <p>I primarily bicycle on Blaisdell when I go home, and on Pillsbury and 1st when I go Downtown. 1st Avenue is tricky because the pavement is</p>
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		<p>in poor condition, and with Lake Street construction, cars tend to cluster at Lake, making it difficult to go through. The block of Pillsbury between 29th and Lake gets extremely congested, in part because people are visiting the Karmel Mall. Both streets make me uncomfortable, but I take Pillsbury because the bike lane on 1st Avenue is always covered in snow during the Winter. I support Bicycling Policy 1.1, 1.2, 1.3, 2.1, 3.1, 4.1, 4.2, 4.3, and 5.3 with the caveats that I feel safest when blocks of streets are closed completely to cars, and if it is not feasible to completely close a street to cars, the city should install protected bike lanes that utilize Jersey (or K-rail) barriers that are sturdier, instead of soft-hit posts. With regards to the Jersey Barriers, there should be regular gaps at intervals where people who drive are able to park and get onto the sidewalk without climbing over.</p> <p>I also support more opportunities to safely cross the river from Minneapolis into St. Paul. I support Policy 2.6, which supports a new crossing across the river for the Midtown Greenway. I don't bike into St. Paul as often as I do because I do not want to contend with high speed traffic on Marshall Ave in St. Paul. Building a connection across this bridge will greatly increase how often I cross into St. Paul.</p> <p>WALKING</p> <p>Since moving out here, I appreciate how much wider the sidewalks are. I also appreciate how there is a delineated zone to make the sidewalk more aesthetically pleasing. I do not appreciate how narrow the sidewalks are on Franklin Ave between Nicollet and Park, for example, and believe sidewalks on Franklin Ave should be widened. I also do not appreciate how inconsistent sidewalks are clear of snow. Instead of putting the onus of sidewalk clearing on those who live adjacent to the sidewalks, the city needs to take matters in their own hands and institute a snow-clearing operation for sidewalks, like they currently do with the streets.</p> <p>FINAL THOUGHTS</p> <p>I like how far the plan has come along. I think more work needs to be done. The city needs to prioritize transit as a form of transportation, enhance bicycling connections, and make walking in the winter better. Thank you for your time, consideration, and work you have put into this matter.</p>
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<p>927</p>	<p>Transit</p>	<p>The goal of transit is to increase availability in high frequency transit corridors, which makes me still wonder why we are building along the Southwest corridor, NOT a high transit area, where we are worsening air quality for residents such as myself during construction and greenhouse gases over the long haul. There has been no mitigation for all the dust and diesel those living along this corridor have had to deal with. Also, the plan discusses livability along transit routes. We have been repeatedly promised sound testing that has not happened. The city needs to acknowledge the horrible construction noise residents are now living with, often at 7am, and freight trains now required to sound horns even though there are fences separating construction areas!! Trucks, pile driving, and jackhammers are producing awful noise and vibrations, and with everyone on lockdown with the pandemic, children are getting woken up before they need to start learning, adults before they need to start juggling tasks and work for the day. My biggest fear though, is when this Southwest light rail becomes operational. The city insists on loud bells at the crossing just a few yards from our house and insists that these trains run all night long. This plan needs to incorporate livability, and the current design does not allow for that. Traffic lights and silent gates can be installed, with trains required to stop at the crossing. this is NOT a high frequency transit corridor, so there is NO REASON that trains need to run at night. This is simply to transport people from the suburbs, nothing more. I am asking the city to please do promised sound mediation, reconsider other options besides the persistent ringing of loud bells right outside our home, and decrease the frequency of the planned trains along this corridor. The city has ignored pleas of people having to live through the construction and then live with the trains, and I am asking that you please pay attention to our livability in the scope of the SWLRT project.</p>
<p>928</p>	<p>Transit</p>	<p>Before anything else, the serious safety and environmental issues must to be addressed. Prior to the pandemic, I rode the light rail multiple times a day, and was frequently dismayed at the total lack of security onboard and at the stations. Almost daily I would see some combination of smoking, drug use, screaming, panhandling, public urination, and verbal (or sometimes physical) harassment. Despite riding it daily to and from work (as well as on general outings), I can count on one hand the number of times I have seen a transit officer on board or on a platform.</p> <p>No matter how convenient or fast public transit is, it is near impossible to increase voluntary ridership if it is not safe. Public transit is a wonderful creation and has the ability to be as convenient and comfortable as a personal automobile. However, no one will willingly risk their health or the health of their family in a system that feels isolated from the common decency, let alone the law.</p>

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Online Map

929	Transit	<p>-TAP should be drafted around a goal of city-wide carbon neutrality by 2050. - I strongly support Transit Strategy 1: Increasing transit coverage so that 75% of city residents are located within a quarter mile and 90% of residents are located within a half mile of high frequency transit corridors. However, the plan should also target transit wait times of five minutes or less and transit trips being as fast, or faster, than a car - in line with other regions transit systems that actually achieve 25% transit ridership. - I strongly support the 2030 mode shift goal of having 3 out of every 5 trips taken by walking, biking or transit. I encourage the City to go further and increase this goal. (Street Operations Strategy 6). - I support the rapid expansion of high frequency transit and transit only lanes on more roads. (Transit as a whole).</p> <p>I want to reduce the need to build parking ramps and reduce greenhouse gases emissions by cars.</p>
930	Transit	<p>Wow, this plan sure is... slick. And... corporate buzzwordy! And it contains a lot of suggestions for utilizing fancy technology like smartphones to make forms of transportation other than single-occupant car trips sexy and appealing for resourced commuters.</p> <p>But I don't get a real sense of a commitment to keeping this new transit vision accessible to the lower-income and lower-tech folks who depend on public transit and other travel modes to traverse the city, for whom the current transit configuration is a necessity, not a luxury. Please, I beg of you, do not gentrify Minneapolis's transitways.</p>
931	Transit	<p>The city and other municipalities need to take a more coordinated regional approach to transit, and specifically signal priority. Minneapolis should coordinate with emergency departments, streets, public works and IT to invest in a comprehensive signal priority/preemption system that is built to grow and change as the city's needs change. The metro has a tremendous opportunity to be seen as an innovative city given the industry leader in priority control (Opticom) is headquartered in Oakdale.</p>
932	Transit	<p>I support making transportation more equitable and greener for the city. I want to emphasize that what the city needs is not more parking, highways, or car travel, but safer bike and pedestrian options and an investment in public transit. Public transit should be free, accessible at all hours to those who need it, a safe haven for unhoused folks, and a faster option than driving.</p>
933	Transit	<p>The forward-thinking thoughtfulness of the Plan impresses me. Though I'm a citizen of Edina, I think the Minneapolis Transportation Plan affects ALL of the surrounding suburbs, as it has a big impact the overall livability of our metropolitan area, as a whole. Progressive strategies and approaches implemented in MPLS model city planning for the surrounding area. A plan like this makes an important statement about what our metro area is all about. I am proud to live in</p>

		<p>a metropolitan area making these transportation concerns an important part of the urban plan. The emphasis on mass transit and microtransit will help keep MPLS a city with a great reputation, and a bright future.</p>
<p>934</p>	<p>Transit</p>	<p>Transit Policy Suggestions: City of Minneapolis should lead on the development of rail transit in the Midtown greenway. Focus a network of local bus routes as a north-south and east-west grid to provide coverage and access across the City. Focus aBRT; and Metro (LRT & BRT) service as hub and spoke to downtown Minneapolis. Add stronger transit signal priority for the blue and green lines in Downtown Minneapolis - the train should not have to wait at red lights. Transit stop consolidation to ¼ mi spacing. Support a NE Diagonal transitway from downtown Minneapolis to Stillwater. Extend the Gold Line concept along I-94 from downtown Saint Paul to downtown Minneapolis and use it to replace the 94 bus Extend the Red Line from the Mall of America to downtown Minneapolis up MN77 to MN62 and then sharing alignment and stations with the Orange Line on 35W into downtown Minneapolis There should be some priority transit corridors that connect north and south Minneapolis as well as Southeast and Longfellow without having to travel to downtown. Minneapolis should invest capital dollars in the implementation of aBRT lines including transit signal priority, stations, streetscape, etc. Consider using Capital budget (CLIC) to accelerate these projects in the City.</p> <p>Specific Transit Design Suggestions: Revise midtown streetcar to share existing Lake St blue line station aBRT should be implemented on Cedar Ave in South Minneapolis to MOA and/or Cedar Point Commons. This could be an extension of the C Line. Consider an extension of the E line aBRT into Saint Paul from the Stadium Village station east via the U of M transitway to Raymond Consider making Hennepin transit-only from Lyndale to 28th St. Explore extending transit/bike/ped-only Nicollet from Nicollet Mall south to Lake St as alternative and leave Blaisdell/1st as-is Consider adding a transit and bike/ped bridge over the Mississippi to connect 38th St to Saint Clair Ave in St Paul. Eliminate the 14E bus route. It has a confusing route and makes transit less legible/usable for south Minneapolis. Provide any bus service on Cedar Ave between 35th St and Minnehaha Parkway, or Nokomis parkway (Fat Lorenzo’s). Explore adding a second LRT platform at US Bank stadium to bifurcate transit boarding for blue and green lines and build it as a platform station east of Chicago to blue to green transfers can happen cross-platform and without having to wait for the traffic light at Chicago Consider rail connection along 46th St over Ford Parkway bridge to Ford site in Saint Paul. Franklin Ave from Hennepin east to the SWLRT 21st St station should be high frequency for bus connections. Cedar Ave should be a Future Transit Priority street south to at least</p>

		<p>Minnehaha parkway, and ideally down to Edgewater Blvd (with possible extensions to Cedar Point Commons and/or the Mall of America.</p> <p>Street Policy Suggestions: Minimize or eliminate 1-way streets outside of downtown and reduce 1-way streets in Downtown. Make a stronger emphasis on adding street connections where missing when development happens - missed opportunities like the Marshall in Dinkytown and development in the north loop should not be made again. When designing streets and crossings focus on keeping pedestrian routes as straight as possible. Engineered solutions that require lots of jogs by pedestrians will not be obeyed. Sparingly have 2 travel lanes for cars in the same direction, and never have 3 travel lanes in the same direction on any street with pedestrian crossings. Driver behavior becomes less predictable and more highway-like the more lanes are traveling in the same direction. Greater use of left turn lanes at intersections to allow a continuous flow of traffic and provide a place for left turning traffic to get out of the way. Avoid right turn lanes when possible. Avoid slip lanes for right turns whenever possible. Standard street-adjacent sidewalks should exist along roads where the land is parkland e.g. Cedar Avenue immediately south of the bridge over lake Nokomis. Bike lanes should be installed on all crossings of major barriers e.g. river crossings; highways, railroad tracks, etc. regardless if bike lanes continue beyond the pinch point. Add as many trees as possible in street projects. If streets are too narrow for a boulevard space between the sidewalk and street for planting trees, add trees in bumpouts in the parking lane. Consider ways to maintain mature trees when reconstructing roads rather than cutting down mature trees and replanting with young trees. Curb parking should utilize market pricing of curb space for auto parking with the goal of achieving 85% occupancy at all times of day. Revenue derived from paid street parking should be used to fund streetscape improvements aimed at benefiting pedestrians. Implement street realignment projects to support putting more land into productive use and minimize row that has no properties that "front" the ROW. Minimize the amount of ROW that must be maintained by government crews rather than adjacent property owners. Promote active street frontage of buildings to promote walking.</p> <p>Specific Street Design Suggestions: Wherever possible utilize far side bus stops. Creates a clearer delineation between those waiting to cross the street and those waiting for transit. Greater legibility for all street users. For street reconstruction projects with facilities shown on the bicycle plan, assume building off street bike lanes as part of the project. Remove stop signs from residential neighborhoods and put in</p>
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		<p>neighborhood traffic circles instead. Evaluate where stop lights could be removed and substituted with stop signs - decreases electrical use and ongoing maintenance. Turnback Park Avenue from the County to the City and consider developing a north-south greenway on Park Ave in south Minneapolis (street to park conversion) and make Portland a 2-way county road. Explore removing Cedar Ave bridge over lake Nokomis. It is a major detriment to the lake and park. Add street connections across the railroad tracks between Kenwood and Bryn Mawr, such as adding a bridge to connect Penn to Douglas and make a direct vertical connection to SWLRT Penn Station below. Connect France Ave between Excelsior Blvd to Lake St. Make 27th Ave 2-way between Franklin and 9th St - remove car access on Riverside Ave from 9th to Franklin - bike/ped only. Make sure Nicollet is the bike route with a safe bike facility from Nicollet Mall south to 40th St to make a continuous route for bikes. If Nicollet is reopened to cars at Lake St - downgrade Blaisdell and 1st Ave to residential streets - remove all traffic lights and discourage regional traffic. Make both Blaisdell and 1st 2-way streets. Extend the midtown greenway across the Mississippi River. When the flyover ramps at the Hennepin/Lyndale I-94 intersection reach the end of their life, replace the ramps with an at-grade traffic circle. This may open additional land for development. Implement a traffic circle at E. River Parkway, Franklin, 27th intersection. Make both-sides parking on Cedar Ave 24 hour a day, with no peak hour restrictions. Add left turn lanes at major intersections. Leave in 2 lane configuration all day from 24th St to 47th St. Add a two way center turn lane on the 47xx block of Cedar Ave - the street widens for only this block, and there appears to be space for 2 parking lanes, 2 driving lanes (one each direction) and the center turn lane. There are so many businesses with curb cuts on this block there needs to be a place for cars to wait to safety turn. Current road width encourages cars to pass left turning cars within the same lane - since the lanes are so wide. 4 to 3 conversion of Lake St east of Hiawatha including bike lanes to allow bike connections across the Lake St/Marshall bridge over the Mississippi. Bus Lanes on 7th St in downtown Minneapolis. Require City clearing of all corners and adjacent areas within the street that do not get plowed with linear street plowing (e.g. City does not plow the radius of a corner).</p> <p>Rail Passenger/Freight Rail Policy Suggestions: Encourage electrification of the rail (freight and passenger) network through Minneapolis. More regional passenger rail to Saint Paul, Mankato, Hastings, Northfield, Owatana, Rochester, Hutchinson, St. Cloud, etc. More long-distance passenger rail to Des Moines, Omaha, Kansas City, Duluth, etc. Through route commuter/regional trains to downtown Saint Paul after they serve Target Field station and vice-versa- double track route from Target Field Station to downtown Saint Paul - especially the Ayd Mill Rd trench.</p>
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		<p>Specific Rail Passenger/Freight Design Suggestions: Develop a new shared rail station at/around Broadway & Central to serve both NorthStar Commuter Rail and Amtrak (possible future Northern Lights Express). This will create better access for jobs and residents of Northeast Minneapolis and better transfer opportunities between rail lines. Extend the Nicollet-Central streetcar plan to this station to provide a downtown connection.</p> <p>Highway Policy Suggestions: Congestion pricing on all highways to manage road capacity.</p> <p>Specific Highway Design Suggestions: Remove I-94 access viaduct from Plymouth to 2nd Ave N. Remove MN 121 from Lyndale to MN 62.</p>
935	Transit, Bicycling, Walking	<p>Overall, I like the emphasis on future green approach: carbon reduction, greening of spaces, inclusion for all, etc. I walk, bike or take transit as often as I can, driving only when I cannot do the others. I think these are still possible in a post COVID-19 world, specifically our city.</p>
936	Transit, Bicycling, Walking	<p>I love the idea of dedicated streets to dedicated purposes such as transit priority lanes and true bike greenways (e.g. Milwaukee Ave.). To achieve this, the city should examine its driveway policies within zoning and development such that we reduce the number of driveways along such streets over time. The city could also create financial incentives (i.e. buy-outs) along certain priority blocks to reduce driveways for vehicles. That being said, bicycling and other rolling modes do benefit from existing driveways that have been designed for cars. Care should be taken such that bicycles, and other rolling modes can easily and comfortably make it onto the curb at regular intervals (or like in the case of Milwaukee Ave, the entire path is at curb height. Another component about driveways is that the current physical design adds a 1" bump of concrete that is not comfortable for bicycles or other rollers to scale. The City should reexamine why that design exists and find alternative smooth designs that are not so jostling and painful for riders/rollers.</p>
937	Transit, Bicycling, Walking	<p>Figure 92 shows the percentage and average dollar amount people spend on transportation. This chart should be on the cover of the document, or at least in the executive summary. The implications of this chart is that with a mode shift towards transit, walking and biking, many Minneapolis families could save hundreds of dollars each month. The secondary title of the Transportation Action Plan could be "How Minneapolis will help thousands of residents save thousands of dollars every year."</p> <p>The consequences for neighborhood vitality could be tremendous too. If hundreds of families in a neighborhood are saving thousands of transportation dollars each year, that opens up the possibility that</p>

		they could support local businesses more frequently, and help local entrepreneurs succeed.
938	Transit, Bicycling, Walking, Street Operations	I agree that bus transit must be faster through downtown Minneapolis. It doesn't make sense for bus commuters to be stuck on Nicollet Mall going 5 miles an hour. At the same time, Nicollet Mall needs to be a safe place for walkers, rollers, and bikers. It's called a "mall", so there should be no vehicular traffic on it. All buses should move to Hennepin Ave. No private cars should be allowed on Hennepin Ave (at least during rush hour). We need to stop prioritizing car drivers in downtown Minneapolis.
939	Transit, Street Operations	<p>Fresh Energy applauds the City of Minneapolis for developing a comprehensive draft plan that both seeks and incorporates public input. In addition to what is already outlined, we suggest to also:</p> <ul style="list-style-type: none"> - Continuously evaluate all strategies of the Transportation Action Plan through a lens of race, gender and economic equity that responds to how previous and current transportation systems have led to widened disparities and difficulties for underserved communities of color who utilize transportation for housing, jobs, healthcare and recreation. - Promote efforts to create transit hubs that support mobility and access for all transit users, with attention to accessible and multilingual signage and signaling and well-maintained shelters and stations in all parts of the city. - Post multilingual information in shelters and stations about the impacts taking transit can have on public health and climate. Engage people about the actions they are taking to reduce pollution, increase shared mobility options, and improve community connections. - Promote efficient and effective transportation as a tool for climate resiliency. Minneapolis is seeing population growth, and a transportation system that is efficient with faster trips and shorter wait times, that is powered by renewable energy, and is safe and welcoming to all people is important to the health, economy, and environment of the city and its neighbors - Support a workforce of transportation employees that ensures their benefits, advancement, and pathways for upcoming workers in this field. - Set a goal of 100% net reduction of greenhouse gas emissions over 2006 levels by 2050 in the final Transportation Action Plan, consistent with the IPCC guidance to avoid the worst effects of climate change - Move beyond encouraging and incentivizing share mobility providers to electrify fleets (Action 6.2), to requiring private providers (e.g.

		<p>TNCs) decarbonize their fleets (owned and contracted) at a pace consistent with reducing carbon emission levels 100% by 2050 over 2006 levels, and ensure this conversion is done equitably such that all drivers may participate either through purchase assistance and/or renting an electric vehicle owned and maintained by the TNCs</p> <p>- In addition to securing and analyzing data from shared mobility providers, work with providers to incorporate carbon intensity metrics in their platforms to educate users on the carbon intensity of the modes they use; include dead head miles where a rideshare driver drives alone to pick up a passenger in such a calculation; require rideshare companies to launch pool options in Minneapolis, similar to other metropolitan areas in the U.S.</p> <p>- Set a commitment that 100% of Minneapolis-owned light-duty fleets are electric (plug-in hybrid or full battery electric) by 2030, with a plan to manage charging such that it coincides with off-peak electricity demand and higher levels of renewable energy (e.g. from wind overnight, or from solar panels installed onsite).</p>
940	Walking	<p>The area around the future Bryn Mawr SWLRT station is very dangerous for pedestrians. Crossing the frontage road and freeway exit ramps is dangerous as is but will be worse with more pedestrians. Drivers go way too fast, turn radii are too wide, there are too many lanes on the freeway bridge. People will die going to and from the light rail station unless you fix it first.</p>
941	Walking	<p>The intersection of Franklin Ave and Lyndale is incredibly dangerous. I'm glad I no longer have to cross this intersection since I have moved but anything to improve the safety of people walking and biking through should be considered. No turns on red, remove the parking for bike lanes, reducing the number of lanes.</p>
942	Walking	<p>I believe it is time to limit the amount of parking on Marshall (from Lowry to bike path by the railroad crossing by 16th) by having a bike lane instead. Also, it is time to actually build a bike path to connect the bike paths there to the 18th St bike path.</p>
943	Walking	<p>I drive on Broadway every day and the most dangerous stretch is where it crosses 2nd St, Washington and gets on 94. Please find a way to reduce speeds there, remove some driving lanes or creating a median to prevent people driving across traffic.</p>
944	Walking	<p>There are very few east/west options in North and northeast Minneapolis.</p>
945	Walking	<p>Intersection at N 4th St. & N 6th Ave in the North Loop. Vehicles speed up N 6th Ave making it very difficult to safely cross N 6th Ave.</p>
946	Walking	<p>I would like to see the pedestrian route on 36th Ave extend further south down to 38th Street. People often walk between Lake Street and 38th Street and this will also make 36th Ave feel more cohesive.</p>
947	Walking	<p>Can the pedestrian route on 26th Ave be connected between 28th Street and Franklin? It is very strange that this jumps over to 27th Ave.</p>

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948	Walking	I appreciate the study regarding speed limits on city streets, but I question how you will enforce any speed limit. I observe people speeding on streets every day. Without enforcement, it's just a waste of street signs. The money would be better spent on more stop signs to slow people down and provide safer opportunities to cross streets.
949	Walking	Can the pedestrian routes on 42nd Ave and 46th Ave extend between Lake Street and 46th Street? It seems strange that the pedestrian routes would not be continuous on these streets. Extending both of these pedestrian routes will make these streets feel more cohesive.
950	Walking	I would like to see the pedestrian route on 35th street extend east across Hiawatha Ave and continue until 46th Street. There is not an east/west pedestrian route in this area of Longfellow, and this would be a good location for one.
951	Walking	The segment along 46th Street between Lake Harriet and Dupont Avenue should be included as part of the pedestrian network. I understand that it's a parkway with a different jurisdiction, but this is a key link for accessing a major recreational amenity (along with a broader network of walking trails). It's inconsistent to leave this gap but include the segments along Penn Ave and 44th St that provide access to the Lake from the south and west, respectively.
952	Walking	<p>I am disappointed to see that the 35th street portion of the Pedestrian Priority Network does not extend across Hiawatha Avenue. The eight blocks between Lake Street and 38th Street lack any safe location for crossing Hiawatha, dividing our community and forcing unsafe pedestrian behavior.</p> <p>Adding pedestrian infrastructure improvements connecting the 35th Street portion of the PPN across Hiawatha and on to Minnehaha Ave would have a significant positive impact for me personally, dramatically improving my commute, and allowing me and my small child to safely to access commerce, city park facilities, transit, and friends on the other side of Hiawatha.</p> <p>Please seriously consider adding this vital link to the network.</p>
953	Walking	In addition to these elaborate plans, if we want to make walking more appealing, we need to do the simple things to change the culture in this city to favor pedestrians over cars. Pedestrians should ALWAYS have the right-of-way. If you press a button to change the stoplight to cross, the light should immediately start to count down, even on busy streets at rush hour. The lights need to provide adequate time for children and disabled people to cross with just numbers, not "walk" and "don't walk" and people will know how long it takes them to cross. We should eliminate "don't walk" at stoplights (just numbers). There need to be more lit crosswalks here and there on streets where people cross in the middle for good reasons (commercial areas) like Edina has on 50th St. near France. We need to seriously enforce laws prohibiting cars from running red lights and threatening pedestrians.

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		We need to impose stiff penalties on not yielding to pedestrian crossings on the lakes and parkways and other places that are popular walking areas. We need to create a culture where pedestrians feel safe and protected and valued. California is a good model for this, and they don't have the brutal extremes of weather. No one should have to wait long to cross a street--EVER.
954	Walking	I am concerned about the lack of accessibility from the south to the future SWLRT Station at Penn Ave. Access is planned from the north side, via a drop-off loop, but I do not believe there will be a way to reach this station from Kenwood, or reach Kenwood from this station. That seems like a missed opportunity to bridge a spatial economic divide.
955	Walking	Lyndale Avenue is part of the Pedestrian Priority Network, but it is very hard to cross at intersections. Something should be done to limit left turns to only be allowed when pedestrians aren't crossing. The number of times a car has almost hit me turning left onto or off of Lyndale is truly staggering. In addition, low visibility intersections (which means almost all intersections north of 31st, should not allow right turns on red in any direction. There are too many competing movements and activities on the street. Cars often block crosswalks waiting to turn right on red.
956	Walking	As a runner, walker, driver and biker in the south Minneapolis area, I would like to see an emphasis on continuing the Minnehaha Creek Parkway trails further west. Many people think the Creek is flowing out of Lake Harriet. The lack of trails west of the Harriet Outflow turn off confuses many, but mainly presents a dead end to anyone who wants to continue following the creek upstream. And the end of the park in Minneapolis is someone's driveway! Trying to run/walk/bike *up* the creek with the creek in view is currently not possible (on trails), but it *could be*!!! Let's work with the park board to make it happen!
957	Walking	As a senior citizen living on Hennepin & 28th, I love to walk the Uptown area. Within the last year there has been an increase of electric scooters on the sidewalk and it also feels like more bikers have taken the liberty to ride their bike on the sidewalks. I feel very unsafe when bikes and scooters are on the sidewalk. What will be done to ensure our safety and make sure that sidewalks are for walkers? I have reported scooters many times last summer, and there are many times I did not report them.
958	Walking	I think Bryant between Lake and 28th should be added. There are plenty of businesses there and that is the route to the greenway from the south.
959	Walking	Consider pedestrian access between SE 5th ave and NE Fillmore St. Hennepin ave is a nightmare to walk/bike on.
960	Walking	Consider adding access from E River Road to SE Main street between University of Minnesota and Father Hennepin Bluffs Park.

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961	Walking	As a senior citizen living on Hennepin & 28th, I love to walk the Uptown area. Within the last year there has been an increase of electric scooters on the sidewalk and it also feels like more bikers have taken the liberty to ride their bike on the sidewalks. I feel very unsafe when bikes and scooters are on the sidewalk. What will be done to ensure our safety and make sure that sidewalks are for walkers? I have reported scooters many times last summer, and there are many times I did not report them.
962	Walking	Put in connection/use rail bridge between midtown greenway (at West River Parkway) to connect to St. Anthony Ave/East River Parkway.
963	Walking	Minneapolis Diagonal Trail paralleling NE Stinson Blvd is an absolute nightmare and needs major improvements. Crossing New Brighton is scary, dealing with drivers wanting to get onto 35W N is a shit show (multiple near misses on a bicycle when I rode this), getting over Hennepin is a nightmare, and the trail straight up ends. This trail should have major improvements and extensions. Main method to cross Hennepin is absolutely terrifying.
964	Walking	I love the network. I am concerned that it overlaps with the Freight network. Can we separate the Freight Network from the Pedestrian Network geographically and temporally to eliminate conflicts? When conflicts do occur, we must prioritize the human walking as they are unprotected.
965	Walking	I would like to see the City fund winter sidewalk maintenance for the network! Thank you!
966	Walking	Looking at the hospital complex between Chicago and 10th on 26th. I walked up to the ER there once and was basically walking in the street where the cars were. Institutions like hospitals and schools need to have better pedestrian accesses.
967	Walking	Why does the network line not go all the way to Lake Harriet, on 46th St? seems like it would be nice to have another good access point to the lake. Also, on the same lake - what's up with the trail on W. Minnehaha Pkwy having a weird disconnect there? seems like it should go all the way through.
968	Walking	One of the most uncomfortable walks I have had was walking across N. 7th Street to Royalton Avenue. The intersection is wide and there were no visual cues - for pedestrians. Furthermore, No. 7th is a connection to downtown. It is visually ugly and needs work. The roads and freeways divide the city from downtown. Better connections are needed. to unite our city to north side. Someone needs to take this place under their wing.
969	Walking	Why are there not street names on this map?
970	Walking	We badly need a pedestrian crossing, ideally with a light or actual stoplight, at NE 8th Ave & NE Sibley St to connect the Boom Island Park trail and Graco Park trail.
971	Walking	I want to thank you for prioritizing the 50th St section from 4th ave to Washburn High School.

<p>972</p>	<p>Walking</p>	<p>I'm a Longfellow resident who frequently walks to the Minnehaha/Lake area. I would redirect foot traffic up 27th avenue to a much safer intersection that's at a right angle with fewer left turns being made. The route could then go one or two blocks north and connect. There should be a pedestrian activated light to cross Minnehaha near Moon Palace and the bike store.</p> <p>In general, I would move pedestrian crossings away from intersections where a lot of turns are made when trunk streets intersect, especially when the intersections are not at right angles. Franklin and Minnehaha is another scary intersection to navigate. I usually cross at the Sabo bridge to avoid that mess.</p>
<p>973</p>	<p>Walking</p>	<p>Please make the pedestrian experience much better at the Hiawatha-Lake intersection. Walking along Lake Street should not be as unsettling as it is, particularly underneath the Hiawatha overpass.</p>
<p>974</p>	<p>Walking</p>	<p>Improvements are needed specifically on 4th Street SE at the on- and off-ramps for 35W. The off-ramp allows right turns on red, which encourages people driving to look for vehicle traffic to the left, while not checking for pedestrians (who have a walk signal) approaching to their right, heading east. I have seen countless vehicle drivers not even glance to their right before rolling through the right turn. The curve of the right turn encourages speeding and rolling through the turn without slowing or stopping to check for pedestrians. The curve/angle of the off-ramp as well as a partial fence and vegetation at the north corner makes obscures approaching pedestrians and makes it difficult for drivers who are approaching the intersection from 35W to see pedestrians even if they are looking (which, as stated earlier, they often are not). This corner needs to have changes put in place to slow vehicles that are turning right (particularly given that they have just come off of the high speed freeway) along with no right turn on red.</p> <p>Pedestrians heading west on 4th street towards the 35W on-ramp have to deal with a tiny, tiny sidewalk (often completely covered in snow and ice in winter) that does not feel separate from cars that are speeding up to get on the on-ramp. There is not a well-marked crosswalk from the tiny sidewalk to the pork chop, so pedestrians are not visible as they approach the crossing, especially because the sidewalk angles away from the pork chop. Drivers are often looking left to gauge oncoming vehicle traffic as they prepare to get onto the freeway, and so they are already not highly aware of the potential for pedestrians heading west at this section.</p> <p>At night, all of these problems are compounded, due to further reduced visibility.</p>

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975	Walking	I support the pedestrian priority network. I want the city to take near-term action to improve winter sidewalk conditions to make the city accessible for walkers and rollers year-round.
976	Walking	The MPRB Hiawatha GC master plan proposes new neighborhood park amenities (picnic, playground, etc.) at the corner of Longfellow Ave and E 44th St. Please plan for a safer crossing at 44th St and Cedar Ave to allow neighbors to safely cross Cedar Ave to access this park and other amenities. Also fits well with SRTS goals for Northrop Elementary. 42nd-46th St is the only segment of Cedar where there's a half-mile gap between controlled crossings. Cedar Ave is a major barrier to neighborhood connectivity in this area.
977	Walking	<p>Traffic-calm intersections where PPN streets crisscross. "Filter" cars completely or with one-way only access to truly prioritize pedestrians.</p> <p>The only way people will enjoy walking enough to make it normal is if cars aren't constantly shooting by 10 feet away revving engines and re-enforcing everyone's windshield mentality, leading us all into driving 5 blocks to run errands instead of walking them.</p> <p>Fill gaps: Continue 35th's PPN eastwards across Hiawatha to Longfellow Park connect 46th St to Lake Harriet</p> <p>Maps shows a trail gap along Minnehaha Pkwy from E Lake Harriet Pkwy to Lynnhurst park - but there is both a walking and bike trail here?</p> <p>PPN ends on 26th Ave at Franklin but resumes again at 28th - it should be continuous.</p> <p>Connect PPN to the pedestrian bridge over 94 adjacent to Murphy Square and Augsburg</p> <p>This is a bit grandiose, but the PPN should tie together at all the edges of city limits. It should be possible to circumnavigate the whole way around the city. Partner with adjacent cities at the edges to make walking even better. (37th Ave NE, 53rd Ave N, York Ave N, connect France and Xerxes along 54th? Join the 4-block gap on 58th St south of Nokomis, connect E river pkwy via Seymour PL over the trail on 94 to Seymour Ave to Franklin, Emerald St to University Ave. The train yard on the border with Ramsey County seems like it will have to be a dead zone, but it could resume at St Anthony Blvd all the way to St Anthony Pkwy. Continue a few more blocks on Stinson.)</p>
978	Walking	I think the city should just ban No Turn on Red. It saves drivers very little time and yet puts pedestrians at a huge risk.

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979	Walking	I appreciate wanting to concentrate on specific walking routes, but pedestrians should have the right to safely cross at all intersections. Areas like Lyndale and 25th St. are extremely unsafe and encourage fast, reckless driving.
980	Walking	<p>Why is it assumed that women or children would want to walk anywhere at night knowing that their safety is and always will be an issue?</p> <p>Do you assume that people will choose to walk very far at all in the middle of winter when it is freezing cold, dangerously cold, especially with children or bags of groceries?</p> <p>This plan DOES NOT address these issues.</p>
981	Walking	Currently in uptown, stenciled on the sidewalks along west lake street, are a universal sign, of a bicycle within a circle, and a line drawn through the image. This is universal for no bikes on the sidewalk. We need this image city wide as I am often accosted by bicycles riding on the sidewalks and especially in downtown proper, where it is already prohibited by ordinance. Therefore, make it standard across the city.
982	Walking	All crossings of the freeway should be prioritized and interconnected with the rest of the network. For example, the ped crossing at 40th Street and I-35W should be connected to the broader network (e.g. east and west to 4th and Nicollet). There may be other examples.
983	Walking	Pedestrian strategies underemphasize how the city will enforce some really important pedestrian design strategies. We need to change the city's culture about stopping behind stop bars at red lights, particularly when turning right. Cars should also be discouraged from creeping forward when pedestrians are crossing. It's scary! Maybe there are ways to ticket for this virtually or create more compelling reasons to stop behind there with design, campaigns, or signage. This is my biggest gripe with walking in the city (other than trash).
984	Walking	As the City prioritizes the pedestrian network, make sure that the experience by foot is pleasant and safe. Compared to other cities, I find Minneapolis not a city I want to enjoy by foot and wander. The one-way streets downtown and long blocks do not make it easy for pedestrians. There needs to be traffic slowing techniques along with good signage, beautification, and amenities at sidewalk and street level throughout the network.
985	Walking	One thing I saw was the pedestrian network was not included along the river in certain areas, but the bike ways run through those same areas. I am guessing there is just no sidewalk along those roads. I would encourage you to extend the pedestrian focused networks along the lengths of the river to increase the chance of sidewalks and other pedestrian amenities being included during reconstruction projects. It would be nice to see the network of trails and pedestrian focused roads run along the edge of the river where-ever feasible.

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986	Walking	This is a great idea. I would like to see slip lanes banned outright in the city.
987	Walking	<p>We give far too much space to personal vehicles. I think it is ludicrous to allow free parking on city streets ever. What a waste of land space.</p> <p>Every time I see a car parked outside a house with a garage and a back alley, I cry a little inside.</p> <p>What if every SUV sitting on public land was instead a garden? Or even a tiny house!</p> <p>I suggest on blocks in which the single family homes have access to alleys, driveways and garages the streets should ban parking, and many should ban vehicles all together.</p> <p>Imagine if you could trust your kids to play outside without the worry of them being run over by someone.</p> <p>For example if you have four consecutive blocks in which each house has access to back alley you close to of those four streets to cars. You allow the residents of those four blocks which two roads to choose and what they use the other two for (garden? Playground? They choose!)</p>
988	Walking	<p>It is good to increase the lighting presence to improve pedestrian safety, especially since pedestrians are a high percentage of injuries on Minneapolis streets based on your findings. I would appreciate the use of lighting that provides safety to pedestrians, while keeping light pollution to a minimum as well. This would especially be of interest closer to the river and to park areas where wildlife would be more effected. Please consider lighting recommended by the International Dark Sky Association, https://www.darksky.org/our-work/lighting/lighting-for-citizens/lighting-basics/, for light designs and concepts to consider.</p>
989	Walking	<p>Has any consideration been taken about prioritizing when and how children will be walking to and from schools? I do not see anything on this map that seems to identify walking and biking routes to schools. While I mostly like the ideas in TAP, I am concerned that those main routes of travel for students are not being identified and prioritized in this planning phase.</p>
990	Walking	<p>One of the most needed connections is between Father Hennepin Bluffs park by Stone Arch Bridge, and where E River Parkway starts.</p> <p>Preferably along 6th Ave. SE traveling under the 35W , and 10th Ave. bridges.</p>
991	Walking	<p>In addition to snow and ice clearance, drainage is a major obstacle to walking in the spring. I'm not sure how the plan should address drainage, except that it should be part of the design consideration as we're rebuilding streets/sidewalks.</p>
992	Walking	<p>Yes! I would love to see wide implementation of walk signals that operate automatically in addition to the pushbuttons.</p>

993	Walking	This should be right away. There is no reason to wait on this one.
994	Walking	<p>Here are our top priorities for what we'd like to see in the Transportation Action Plan:</p> <p>Make sure the plan results in real projects on the ground</p> <p>There can often be a mismatch between well intentioned, high-level plans and what actually gets constructed, resulting in watered-down projects that don't really work well for anyone. Ensuring that the recommendations of the plan are used in project selection, design and implementation will be key to building a transportation system that works for everyone.</p> <p>Prioritize those historically marginalized</p> <p>People of color, those with disabilities, and low income earners have been left out of transportation decision-making in the past. In developing the plan, the voices of those who are currently at a disadvantage in our transportation system must be prioritized, with projects that reduce historical and current inequity being given extra weight during the selection process.</p> <p>Create a comfortable walking experience year-round throughout Minneapolis</p> <p>Today, walking in Minneapolis means having to press pedestrian call buttons to get a green signal to cross the road, maneuvering dangerous and icy conditions in wintertime, and constantly navigating streets that don't put people first. We would like the plan to truly prioritize pedestrians through a citywide network of comfortable, connected, and high-quality walking infrastructure that works year-round.</p> <p>A complete bike network that is accessible to everyone</p> <p>While we've made good progress over the years on building out a protected bike network, we still have a long way to go. Many parts of the city lack bicycling infrastructure and even existing bike lanes can feel unsafe alongside fast-moving traffic. We would like the Transportation Action Plan to visualize and implement a network of bikeways that covers the entire city, is truly protected, and is accessible to everyone.</p> <p>Restore balance in how we divide up our streets</p> <p>Our streets exist in what is known as the "public right of way. Today, the majority of the public right of way is dedicated to moving</p>

		<p>and storing cars. Using the public right of way like this is a choice. This choice comes with serious consequences like more air pollution and traffic crashes, and less transportation access for folks who bike, walk, and roll. We would like balance restored. This means making more space for walking, biking, rolling, and public transit on every city street, in addition to space for new micro-mobility options. Our Open Streets Minneapolis events provide a glimpse into a future where streets belong to people.</p> <p>Slow the cars</p> <p>Fast moving cars on our city streets can make biking, walking, and rolling scary at times. Higher car speeds are strongly correlated with a greater risk of pedestrian injury or death. We support slowing cars through intentional street design to protect those using active transportation modes. We also would like the City to move away from using outdated methods of measuring transportation system performance such as travel delay and level of service that prioritize moving cars. Instead, we'd like the City to move towards metrics like accessibility that prioritize people.</p>
995	Walking	<p>Default permissive right turn on red creates driver expectation of being able to turn and reduces compliance of posted "non turn on red" and endangers pedestrians. Rather than restricting turns on based on context, we should ban right turns on red entirely.</p> <p>Allowing right turns on red encourages dangerous driving. People driving fail to stop, fail to stop before the cross walk, turn right while looking left (into another crosswalk), all while accelerating aggressively to merger into moving traffic. Right turns on red create hostile walking environments.</p>
996	Walking	<p>I applaud your plans to make street lighting "greener," especially plans to darken skies. Straddling the Mississippi, Minneapolis is crucial for migrating birds - and resident birds also deserve protections from light pollution.</p>
997	Walking	<p>I strongly encourage using tax revenue to have city employees or contractor's clear pedestrian and cyclist paths, just as we use tax revenue to clear motorist paths. Failing that, I strongly support strategy 4.5.</p> <p>When expanding education and awareness, Strategy 4.1, please emphasize the importance of clearing walks well enough that a medium-sized wheelchair could traverse them.</p>
998	Walking	<p>Pedestrian crossings at intersections should be designed as continuous crosswalks during a reconstruction project in Pedestrian Priority Corridors</p> <p>https://www.youtube.com/watch?v=9OfBpQgLXUc&t=6s</p>

<p>999</p>	<p>Walking</p>	<p>In the past, city officials have objected to painting crosswalks at uncontrolled (no signs or signals) intersections on the grounds, inter alia, that doing so gives pedestrians "a false sense of security."</p> <p>I don't know what can be done to protect people who act cluelessly about their surroundings, but the marking of such uncontrolled intersections on high trafficked streets should at least alert drivers that there IS a crosswalk at such intersections. I have personally experienced being yelled at by drivers while I was legally, but boldly (i.e., taking my life into my own hands), crossing 26th Avenue south at its east 22nd street intersection, the drivers claiming that there is no crosswalk there (because it isn't marked). That is, of course, contrary to state law but is indicative of the attitude of all too many of our fellow citizens when they get behind the wheel. It's interesting that, in my experience, most drivers act quite cognizant of pedestrian rights at intersections on lower trafficked streets.</p> <p>Identifying higher trafficked streets is easy. My experience is mostly in south Minneapolis, but those north-south routes east of I-35W are Portland Avenue, Park Avenue, Chicago Avenue, 11th Avenue (north of Franklin Avenue), Bloomington Avenue, Cedar Avenue, 26th Avenue, 27th Avenue, 31st Avenue, 36th Avenue, and 42nd Avenue. The busy east-west are Franklin Avenue, 24th Avenue (west of Cedar), 26th and 28th Streets, Lake Street, 31st Street (west of Cedar), 35th and 36th Streets, 38th Street, 42nd Street, 46th Street, 50th Street, 54th St., and others south.</p> <p>Three actions would be helpful:</p> <ol style="list-style-type: none"> 1. A public service campaign about "What is a crosswalk," 2. The actual painting of crosswalks on the high-traffic roadways, and 3. A period of dedicated law enforcement of pedestrian safety by rolling two officer teams (or even one team) around various intersections - one observer and one in a vehicle - to ticket violators. Given that the best lessons are often those painfully learned, such a campaign might help change our culture to more like that of California, where drivers attitudes are generally "stop for pedestrians," as opposed to Minnesota where it's all too often "don't hit pedestrians."
<p>1,000</p>	<p>Walking</p>	<p>I think this should apply to timing of existing traffic signals as well, if it does not already.</p>
<p>1,001</p>	<p>Walking</p>	<p>Yes, please!</p>
<p>1,002</p>	<p>Walking</p>	<p>This is great as well. We require development projects to include trees so why not lighting!</p>

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1,003	Walking	I am surprised this isn't already required. Glad to hear this is happening now.
1,004	Walking	<p>I had hoped to go through the plan line by line and submit many more comments, but time limitations prevent me from doing so. Just a few comments:</p> <p>KUDOS on this great plan to prioritize non-motorized traffic at last. I cannot commend you enough.</p> <p>I strongly encourage "zebra stripes" at intersections that neighborhood residents identify as problem crossings. I personally have heard that the city keeps denying the need for painted pavement on 35th St. E. at 23rd Ave. S., despite many, many incidents.</p> <p>I strongly encourage cyclist-only left-turn arrows at busy intersections.</p> <p>Finally, I strongly encourage working with the state to improve busy streets that fall under their jurisdiction -- like Hiawatha, Lake, and Lyndale.</p>
1,005	Walking	It's imperative we address the clearing and maintenance of transit stops. As a transit commuter I'm shocked how often I have to climb through feet of snow to board or exit the bus. I'm an able-bodied person, but many riders are put in precarious positions. I notice this situation further away from the Minneapolis/St Paul city limits, so collaboration with neighboring city municipalities will be vital to this initiative's success.
1,006	Walking	If we are going to meet carbon reduction goals, we need to shift our mindset toward supporting peds, bikes, and transit first, not last. This includes using municipal resources (not community resources) to clear sidewalks, bike trails, and transit ways of snow. There is no reason why city budgets should be prioritizing clearing snow from routes occupied by fossil-fuel powered single occupancy vehicles in this day and age.
1,007	Walking	I'd like to see city snow removal as part of this priority. When left to individual residents and business owners, sidewalks vary greatly in the quality of snow removal, making unpredictable winter walking even less predictable. It's a matter of equity for residents and for walkers. We have implemented a system of city-wide snow removal on roads already. Please implement a system of city-wide snow removal on sidewalks. We won't be a multi-modal city but a few months of the year without predictably well-maintained pedestrian routes. For more information: The book Invisible Women by Caroline Criado Perez cites a study on how improving the quality of walkable routes in snowstorms reduces the number and severity of hospital visits.
1,008	Walking	Great ideas. If you don't live right near those connections, rivers and freeways can be HUGE obstacles.

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1,009	Walking	I LOVE THIS SEGMENT!!! I moved here in 2008 and have had a chance to enjoy the trails in south Minneapolis area primarily. The maintenance on the trails for snow and ice has been declining, I think. I also feel that residents are not taking care to clear sidewalks, so this plan looks great to me. As a person that routinely works out and uses bike and foot power all year around, I want a major focus to be on snow removal efforts. Thank you!!
1,010	Walking	This is great, but often development projects on private property close public sidewalks for months/years at a time, forcing pedestrians to cross the street or walk in the street. Pedestrian-oriented cities like New York and Washington maintain same-side pedestrian access separated from vehicles during construction. It would be unfortunate if the development envisioned in the Minneapolis 2040 plan resulted in more barriers to walking (and bicycling) while that vision is being realized.
1,011	Walking	Yes! Walking should not require pushing buttons every block. And as we're learning currently, minimizing the number of common surfaces, like buttons, that people have to touch also has public health benefits.
1,012	Walking	I would advocate for a citywide implementation of a "No Turn on Red" policy. When they are used only sporadically, they are ignored. Even when the driver notices the signage it's too late because they are already blocking the crosswalk with their vehicle. A citywide policy would shift this habit.
1,013	Walking	I think the city should focus energy on finding the funds to clear sidewalks themselves. It has been proven time and time again that residents and businesses are not doing a great job at keeping the sidewalk network clear during the winter.
1,014	Walking	This is fantastic. I would like to see some of these installed ASAP. These can do a lot for pedestrian safety and experience.
1,015	Walking	I think this is a great idea. We really should be adding, at bare minimum, lighting every time we reconstruct a street. Would love to see this happen.
1,016	Walking	IF the city is going to keep requiring residents to clear sidewalks, then these are important. I would like to make sure that the city keeps equality in mind during enforcement.
1,017	Walking	At the very least I believe the city should be clearing the sidewalks on the Pedestrian Network.
1,018	Walking	This should be started yesterday. A lot in this plan will rely on having a complete inventory of sidewalks, multiuse trails, and street crossings.
1,019	Walking	It seems that the sidewalks in the Pedestrian Network have decent sidewalks for the most part. A lot of the problem spots are on sidewalks residents use to GET to the nicer, high volume ones. The city will have to take this into account when deciding which to repair.
1,020	Walking	This is another HUGE thing. Working with other agencies to cap highways would do so much for the city and those that live near them. I would add working with agencies on possibilities to remove the highway entrances in the north loop.

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1,021	Walking	This is great. Too many times does construction cause issues for pedestrians. I think that it should be REQUIRED anytime a sidewalk is closed that the project provide a safe alternative (preferably without crossing the street). I also think this should extend to bikers as well. If a bike lane needs to be closed, then a SAFE alternative should be opened.
1,022	Walking	This is HUGE. Those underpasses currently serve as parking and have ZERO active uses. Doing almost anything here would be better than it currently is.
1,023	Walking	Would like to see this expanded to some intersections at well. There are plenty of places where you cannot see if a car is coming or not which leads to drivers not paying attention to pedestrians as they're hyper focused on cars.
1,024	Walking	This is a great idea. The current flashing lights make drivers think they have the right of way which isn't true.
1,025	Walking	I am not the largest fan of the skyways. I think this can make the current skyways better, but overall, they are going to be hurting street level activeness as long as they exist.
1,026	Walking	This would be awesome. There are times when a bus pulls up and a bunch of people get off but cannot cross the street because they just missed the light. Having the light stay for an extra 30 seconds would help give pedestrians some right of way so they aren't always at the whims of cars.
1,027	Walking	I think that winter sidewalk clearing should receive a lot of attention as an area for innovation. I support this action and want it to be strengthened to enable the City to move faster to ensure safe, equitable access to walking in winter. Especially at intersections around bus stops! Metro Transit may clear the bus stop, but then the other corners can still be blocked.
1,028	Walking	Please prioritize humans walking when making design choices for these improvements. Someone in a car can wait an extra 10 seconds if it means saving a life.
1,029	Walking	Please consider an equity and environmental framework to prioritizing improvements. Look at OakDOT's equity paving plan.
1,030	Walking	I appreciate this action! Looking forward to seeing pedestrian get lead time at traffic lights. Please consider timing traffic lights to the speed of bicycles and people walking rather than people who drive.
1,031	Walking	This is wonderful to see! I have been nearly hit so many times because a lot of people only look left for vehicles to see if they can slide through a red light. This means they forget to look right and see if there is a person crossing and nearly hit them.
1,032	Walking	Our planning should focus on the number we want to achieve for people walking and bicycling, not just the amount that exists today.
1,033	Walking	The City should fund winter sidewalk maintenance for the sidewalks and bicycles. The City also needs to identify vulnerable populations (i.e. people who use wheelchairs, the elderly, etc.) and ensure their routes are clear!

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1,034	Walking	This seems to run the risk of being regressive.
1,035	Walking	Please consider equity frameworks when doing so. Overlap with ACP50 data, identify individuals who need the assistance and work with them to prioritize improvements. I'm thinking of the school for the blind on Nicollet, near Franklin.
1,036	Walking	I love to see this. Can we implement scramble crossings?
1,037	Walking	This is brilliant. I'm happy I live in such a progressive city that supports highway lids! It would be great if we can decommission the highways or at least build commuter rails up the center of them.
1,038	Walking	Please make sure digital way finders are ADA compliant for visually impaired folks. Also, please make sure you use value-capture strategies, PPPs, etc. when developing these mobility hubs or else they're just going to be transit centers :/ We need grocery stores, community spaces, transit-oriented development, etc.
1,039	Walking	This is neat!
1,040	Walking	Fuck yes; thank you.
1,041	Walking	Authorize metro transit to use "temporary winter stations" at the next street intersection when the access from the sidewalk is unusable due to ice/etc. mark those locations for bus drivers and riders to see.
1,042	Walking	Would "add 'caution: pedestrian approaching' being played at high volume to car Bluetooth devices and over speakers pointed inside the ramp when they're exiting parking ramps" fall in this category? because we should do that and obviously remove the 'caution: car approaching' speakers.
1,043	Walking	Would this be where we call for the closure/reduction of i-94?
1,044	Walking	Fuck yeah. plant trees in former slip lanes. put hot dog carts in former slip lanes. abolish slip lanes
1,045	Walking	Is this where we'd also get re-aligning ped walk signals to allow more periods of walking? for instance at hi-lake more frequent phases of ped crossings are needed to prevent 3-4-minute waits
1,046	Walking	YES
1,047	Walking	Sidewalks not only need to be clear of ice and snow in winter, but clear of bikes and motorized scooters throughout the year as well. Sidewalks are for people on feet and in wheelchairs. Walkers do not have eyes in the back of their heads to avoid being hit by cyclists and or scooters.
1,048	Walking	Bus stops need to have enforced no smoking areas to keep bus riding accessible to all. The way it is now, no one takes responsibility for enforcing the no smoking law at bus shelters.
1,049	Walking	THANK YOU for this strategy. I STRONGLY support the removal of actuated signals that require the push of a button to change a light. This is very challenging for me as I walk around downtown with a small child. I often find myself having to run to push a button because not doing so would result in an extremely long wait. Please work with Hennepin County so this strategy can also be put in place along Washington/Hennepin.
1,050	Walking	This should be done without increasing light pollution

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1,051	Walking	<p>First, I support this strategy in principle - I think LOS for vehicles should be only one factor in roadway and intersection decisions.</p> <p>I would also argue that this removal of LOS as sole justification should be extended not just to traffic signals, but other kinds of traffic calming near/at intersections -- painted crosswalks, stop signs, narrower lanes, etc.</p>
1,052	Walking	<p>I strongly support walking for environmental and health reasons. Safety concerns me. Lowering the speed limit and making drivers stop at intersections seem likely to decrease crashes.</p>
1,053	Walking	<p>4.1 seems toothless without enforcement and fines</p> <p>4.6 YES</p> <p>For 4.1-4.8, it is crucial to accomplish these without increasing salt usage -- salt pollution has already badly damaged Minneapolis lakes</p>
1,054	Walking	<p>We urgently need to figure out how to get the state and county to make the changes we need to eliminate traffic deaths</p>
1,055	Walking	<p>YES. I would strongly support a lid on as much of 94 as is feasible from an engineering standpoint. I wish there was a lid on it from 694 to Hwy 10.</p>
1,056	Walking	<p>Is it possible to prevent the huge icicles that form under railroad bridges that you have to walk under in the spring?</p>
1,057	Walking	<p>YES. The skyways currently are inaccessible to people on the street level. They are easily accessible for someone who drives a personal vehicle downtown and parks in a ramp and feel inaccessible for someone who takes any other form of transportation to get downtown. Public entrances to the skyways from the street should be obvious, plentiful and clearly marked.</p>
1,058	Walking	<p>Is it possible to design sidewalks better so that they don't form so much ice? Could they be slightly graded the way streets are, and could the landscape on either side of them be a swale rather than a berm so that water doesn't pool on the concrete sidewalk? Current sidewalk design seems designed to collect pooling snowmelt during the freeze/thaw cycle.</p>
1,059	Walking	<p>This City plan puts a lot of requirements on individual homeowners that might not be able to clear the snow, and the same individuals that need to use the sidewalks the most.</p>
1,060	Walking	<p>I want to call out the importance of lighting as a tool for equity in the streets. As a woman, I tend to be afraid of traveling alone on streets with poor/no lighting. Streets should feel safe for everyone, no matter the time of day. Lighting is extremely important to provide greater security while traveling through the streets.</p>
1,061	Walking	<p>I love this action. I would also like to make sure the city installs high quality street lighting, with a consistent design, that helps building a cohesive street experience throughout our city.</p>

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1,062	Walking	Why is updating the policy high difficulty? Is this considerably more difficult than Walking 3.2, or did the difficulties get switched in error?
1,063	Walking	Maybe I missed it, but I didn't see anything about Uber/Lyft in here, which I found strange. I'd like to see an effort to require Uber/Lyft to pay their drivers Minneapolis minimum wage + the federal reimbursement for mileage in a personal vehicle. I don't like that ride-sharing apps that don't seem to pay their drivers very well seem to be reducing ridership and fares for our transit system, which is a system that pays its drivers well above minimum wage.
1,064	Walking	I would like the city, through the preliminary development review process, to encourage developers to implement more pedestrian friendly improvements. Such as more street level glazing, pedestrian level signage, outdoor cafes, etc.
1,065	Walking	The pedestrian priority areas are the city's commitment to create a city where people can safely and comfortably walk where they want and need to go. To make that a reality the city should create a municipal plan to clear the sidewalks in the priority zones.
1,066	Walking	We need to have a pedestrian bridge over 35W between 31st Street and 35th Street! Imagine I am a kid walking or biking to Green Central from 33rd and Stevens. I have to navigate either 31st or 35th streets - both have narrow sidewalks, high traffic volumes, and frenzied freeway entrances. A pedestrian crossing at 33rd or 34th street would be a godsend for those students and families.
1,067	Walking	The city should consider if there can be a role for city removal of snow in order to increase winter safety for those walking and rolling, particularly when crossing or walking along more major routes and especially when it comes to accessing crosswalk beg buttons.
1,068	Walking	We need the city to reliably clear the pedestrian priority network of snow and ice.
1,069	Walking	The solution to winter snow removal, especially around accessibility for disabled people, lies further than expanded education and "consideration" for further measures. These are not workable solutions, especially when responsibility for certain areas (in front of homes, businesses, bus stops, curb cuts, street crossings) remain uncertain and divided between groups. Walking 4.8 point is what is truly needed to make sure all people have access in winter (and non-winter) conditions, especially those already marginalized in society. The TAP goals of mobility, equity, and safety are not attainable if reliable and assured action is not given due importance and prioritization.
1,070	Walking	Have you considered a program similar to 311 snow removal so that people (especially disabled people and other in need of safe sidewalks/environmental conditions) can report / tag areas that need repair work? Walking 5.1 - 5.2 touch on this but going further in assuring and having available communication for access needs may be helpful.

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1,071	Walking	Where intergovernmental negotiations or a legislative lobbying presence is required to implement parts of this plan, the city should budget accordingly.
1,072	Walking	I want to see the city commit to ensuring that priority network sidewalks are fully cleared in the winter so that they can be used by everyone. The city must be able to guarantee that these sidewalks will be cleared by establishing contracted services, paid for by some mix of city funds, special assessments, and partnerships with other agencies. It is not ok to leave care for the priority network up to the whim of thousands of individual property owners.
1,073	Walking	I am dismayed to see that when the snowplows clear the streets, the snow is pushed onto the curb creating an icy mound, often in front of a bus bench, and completely blocking access to and from the bus. People with strollers, wheelchairs, or difficulty walking are effectively blocked from transit access. Bus stops should be CLEARED of snow by the house or business fronting the stops. I have photos of the problem.
1,074	Walking	<p>The City should end the pilot and instead [DO] take responsibility for clearing sidewalks on the sidewalk priority network. It is anti-equity to rely on property owners to clear sidewalks.</p> <p>It is anti-equity for people who need clear sidewalks, because it places their needs behind the convenience of the City of Minneapolis.</p> <p>It is anti-equity for the property owners, because it places responsibility on owners who often do not have the physical ability to clear sidewalks (due to disability), or who do not have the financial ability to hire someone to clear sidewalks (due to financial disparities), and the factors that determine whether owners are able to clear sidewalks is highly correlated with racial disparities.</p> <p>The City of Minneapolis would never ask property owners to clear streets of snow, and sidewalk infrastructure is more critical for every equity measure and should not be deprioritized for City maintenance responsibility.</p>
1,075	Walking	To fight climate change, it's important to encourage carbon-free forms of transportation--such as walking and biking--by keeping sidewalks and bike lanes clear of ice and snow.
1,076	Walking	Why does the pedestrian priority network exclude 3rd Ave NE from Main St NE to 5th St NE? This street serves/connects a regional park (BF Nelson/Boom Island), a local city park (St Anthony), a school (Webster Elementary, and connects to a hi-frequency transit route (11 on 2nd St NE). Anecdotal observations indicate that non-motorized traffic on this section of 3rd is higher than east of 5th St NE(which is shown as part of the priority network) and the trail running along the street is in worse condition west of 5th St, which forces more users onto the smaller sidewalk.

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1,077	Walking	Strategy 2.3: we should eliminate right turn on red in most contexts. I think we can go further in section 2.4 and eliminate all new and existing slip lanes. Slip lanes are car infrastructure. Removing Level of Service is a very welcome change.
1,078	Walking	I disagree with the approach behind action 4.1. We need dedicated winter sidewalk maintenance, at the very least in the pedestrian priority network. It can't be up to individual property owners who may be absent/absentee, disabled or unmotivated. To fund this maintenance, consider passing additional gas and/or congestion charges and plow all of the sidewalks all winter.
1,079	Walking	The Transportation Action Plan includes a Pedestrian Priority Network. The sidewalks in this network are critical transportation infrastructure all year. That's why the Pedestrian Priority Network is the ideal set of streets to pilot the City clearing sidewalks of snow and ice in the winter. It only takes one property owner on a block face to neglect clearing snow and ice for it to be impassable for those using mobility devices. Please consider City clearing sidewalks of snow and ice in the winter.
1,080	Walking	If the City would prioritize moving traffic signals to the near side of the intersection, it would solve a variety of the issues discussed in this section. Near side signals require vehicles to be farther back to see them, keeping the crosswalks clear and pedestrians safer. It also dissuades as many cars from running a red light, since they would have to go farther past the red light to be safe. Finally, near side signals could be part of a broader strategy to not allow turns on red anywhere in the city. Turning on a red light inherently pushes vehicles into the crosswalk and forces the driver to pay attention to too many directions and movement modes to be safe. Simply revoking the ability to turn on a red light would solve this problem.
1,081	Walking	Particularly in the Pedestrian Priority Network, roads should be narrowed and slowed. If the plan is (rightfully) stating that more people should be in these areas on foot or rolling, making traffic safer by slowing it down should be paramount. Cars should feel that 20-25 mph is the proper speed by making the roads as narrow as possible (while still leaving some room for snow removal, of course).
1,082	Walking	Instead of creating financial penalties for not doing something, the City should simply perform this task itself. Make it an "opt-out" model where everyone is included unless you opt-out. To opt-out, I would recommend that a whole block needs to sign up to opt-out. The City would then lower that block's property taxes accordingly to offset that avoidance of service, but also would have a list of blocks specifically to flag for enforcement. This would guarantee a higher likelihood of cleared sidewalks, more jobs for street cleaners, a better negotiated price for the City on that service, and still allow some autonomy in neighborhoods if they choose.
1,083	Walking	YES!!! This one is great! Also, alleys as intersections!

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1,084	Walking	I find this rather shocking that it isn't already part of permitting and construction! Construction projects bring in a lot of heavy equipment and do a lot of damage to roads. The developer or construction group should 100% be responsible for damage to roads. I understand that this would be hard to track, but the immediate area around the development should at least be reasonable.
1,085	Walking	I definitely support more public connections from the street to the skyways. Nicollet Mall is the easiest example, but the street feels dead because everyone is up in the skyways. As a user of the skyways and someone who regularly bikes and walks downtown, I frankly find it confusing where I can and can't enter and exit the skyway. Often, I just want to be able to get to the street that I am directly above. Providing stairways outside between the skyways and the street would provide more opportunities to move between the two spaces, while also providing an area to sit and eat lunch or chat. I understand that there could be safety concerns in the winter, but the City could always close the outdoor stairs (or parts of them), which is common all around the city in winter.
1,086	Walking	This is generally a great strategy. It's smart to focus resources on those corridors with the greatest number of pedestrians currently and those with good opportunity to provide connection if improvements were made. I'm curious about how public works will implement this and present this as projects and/or a program to CLIC, the public, and subsequently the Mayor and Council. It's important that even the prioritization over time among the Pedestrian Priority Network should be grounded in understandable metrics.
1,087	Walking	I know some folks are against it, but I am quite supportive of tracking users in intersections. It would be a great chance not only to tailor signal timing to pedestrians, but also as a very useful enforcement mechanism for vehicles running red lights. By having cameras at all intersections, there should be more objectivity/equity in enforcement, which could otherwise be a big concern. Enforcement would both be a way for the City to make money and an easy deterrent for drivers running red lights, which makes intersections safer. Vehicles should have their license plates registered, so mailing a ticket should be quite easy. Germany and Austria (where my wife and I lived for several years) have been doing this for many years and it is an effective traffic measure.
1,088	Walking	Yes, to restricting vehicle turns! And please use design elements along with signage to accomplish this. Having near side stop lights for a vehicle approaching an intersection would make it less likely for vehicles to creep into the crosswalk and turn on red because a driver would not want to miss the signal information. Also, reducing the curb radii would make it so vehicles must slow down before making a turn, thereby perhaps noticing the "no turn on red" signs.

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1,089	Walking	YES! Make sure this includes preserving/restoring walking routes that break blocks up into smaller units with narrow walkways, such as alleys and cut throughs.
1,090	Walking	I really like most of this strategy. I'd prefer that no street be so wide that there would need to be pedestrian crossing medians, except to delineate between a car zone vs bike zone. We saw a lot of pedestrian crossing medians in NYC between car and bike zones, and they worked great!
1,091	Walking	I really support this. For those who are not regular pedestrians, it's hard to fathom why a person could not just walk to the next signalized intersection. But just like everyone else, pedestrians want to move about efficiently - a straight line from A-B - and not have to jog up a block in order to safely cross a street.
1,092	Walking	Historically metrics have been heavily skewed to measuring vehicles, and if we want to prioritize walking and biking, we need to start measuring those things. It's ok if vehicles need to slow down for a signal in order for bikes and peds to safely move about the street. This strategy is a good place to start. It would be good to note in Public Works' project or program design how these metrics are being weighted for CLIC, the public, the Mayor, and Council to understand the decision making here, and for Public Works to be held accountable to the use of these new metrics.
1,093	Walking	Marked crosswalks should be increased, especially along dangerous and busy streets (e.g. Franklin Avenue) and many pedestrian-controlled semaphores added (as at the Guthrie Theatre.) The city should ban turn on red altogether, and if necessary, lobby the legislature for this authority. "Beg" buttons should be the exception, not the norm.
1,094	Walking	The city needs to take an active role in clearing sidewalks and corners, especially along pedestrian priority routes. The tactic of citing and fining property owners is clearly ineffective and could be replaced by city shoveling/inspection crews, financed by property taxes, with an abatement to property owners who consistently clear their walks. Also note that salt is a major pollutant, and efforts to stem its overuse should be made.
1,095	Walking	Revise ordinance to clear snow from carriage walks in addition to sidewalk. Snow piles at carriage walks and corners are a huge impediment for pedestrians. Carriage walks are especially problem for long blocks without 4-way intersections like Quarry side of 18th Ave NE.
1,096	Walking	Winter sidewalk maintenance is very important, and if these strategies do not work, I hope we strongly consider a city-run sidewalk maintenance program.
1,097	Walking	I hope the city takes light pollution in mind when deciding on these light fixtures https://imgur.com/a/x84vq .
1,098	Walking	I support lids over highways and railroads.

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1,099	Walking	The City has to step up and clear sidewalks of snow in the winter. If it can't muster the resources, then stop plowing the streets for cars and adopt a the jokingly inadequate "make the property owners do it" approach streets as well as sidewalks. but It's not a "Pedestrian Priority Network" if the city leaves it to turn into a rutted slush/ice rink for 3/5 of the year. Maybe it should be renamed the "Pedestrians Posteriority Network"
1,100	Walking	I am glad you are going to eliminate the need to push the buttons, please do this everywhere. I don't know what you are trying to say with the "Note" about ADA requirements. That maybe you will require us to push buttons. Could you always have an audible signal, without a button?
1,101	Walking	2.2 - I guess this is good, but it scares me because I don't think cars are very alert to these. 2.3 - Yes!! Turn on red is an invitation to hit pedestrians! 2.4 - ditto slip lanes, designed to put people in danger, glad you will stop installing them and convert them to space for people!
1,102	Walking	This past winter, most sidewalks were impassable much of the time due to ice. The streets were clear. Why does the public pay to have perfect surfaces for cars but not for pedestrians? It should be the reverse. Maybe create car free networks of streets which can be plowed for pedestrians. The only ice free and walkable space last winter was the plowed streets. I spent a lot of time walking on them. Leaving the problem to homeowners is a statement about what we as a community actually care about.
1,103	Walking	I think the walking priorities make a lot of sense to me, especially Walking Strategy 2. I take the bus to/from work and end up walking quite a bit, and in general the most dangerous part is un-signalized crosswalks or streets. You often have some cars stopping to let you cross but others not stopping, and I think unified signage across the city would help.
1,104	Walking	Partnership with county and state to improve corridors with multiple owners (such as Washington Ave where it crosses 35W) deserves call out. Walkers should not have to sacrifice their safety due to lack of alignment between agencies.
1,105	Walking	Make sure to align improved winter sidewalk maintenance efforts with focus on access to the Pedestrian Priority Network.
1,106	Walking	In light of COVID-19, it would be good to automate the audio and vibrotactile information, so it does not need to be activated by pushbutton. Persons with disabilities should not have to touch a button that others don't if its output can be automated.
1,107	Walking	Consider also automating the audio and vibrotactile features so persons with disabilities do not need to touch a button in the era of COVID-19. Automating these features is not a burden to those who do not request them.

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1,108	Walking	I strongly support this strategy. The new islands at E 22nd St crossing Bloomington Ave save a lot of time and make me feel much more comfortable crossing the street.
1,109	Walking	Please also consider the requirement by the city that adjacent property owners pay for sidewalk repairs. For example, I live on the 4400 block of 35th St. and there are severe cross slope issues at several locations because the trees that the city planted on the city-owned boulevard have uprooted them. This is not a property owners mistake, nor should they have to pay. This requirement to pay also means that less requests for sidewalk repair are made to the city. A condition inventory will show the disrepair many of the residential sidewalks are in.
1,110	Walking	I hope this is truly committed to. There were recent improvements in my neighborhood on 35th and 36th street where the time to cross is actual too short unless you push the button. So, if I arrive at an intersection a few seconds too late, I have to wait an entire cycle to cross legally (over a minute). Very unfair.
1,111	Walking	Please include in plan an elimination in beg buttons for pedestrians and bicycles. Walk signals should turn on automatically in all cycles. Please also implement lead pedestrian intervals in all intersections with traffic lights. Please include a plan to eliminate right turn on red for all vehicles at all intersections. It is not safe to walk until this is done.
1,112	Walking	Please partner with Our Streets Minneapolis to improve winter sidewalk accessibility. Please focus on ADA implementations, especially on sidewalks.
1,113	Walking	Please consider the addition of light signal cues at mid-block crossings to alert drivers that a pedestrian is at the crosswalk.
1,114	Walking	When adding or converting streetlights, please do so with lights that face down only as the purpose is to light the ground and upward facing lighting is a risk factor for bird collisions with buildings
1,115	Walking	I fully support working towards clearing sidewalks for winter maintenance. After moving back to Minneapolis, it was shocking how bad it was to walk safely all winter long with the icy conditions. Sidewalks should be prioritized as much as roadways and should remain accessible all year round.
1,116	Walking	As someone who just got her master's in urban design and City Planning, I appreciate the clear graphics and layout of strategies, actions, how it meets the goals, and level of implementation. However, there is a lot of information on the website so the clearer and more concise the better. This makes it more approachable for the community.

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1,117	Walking	We should have the goal of replacing as many crossings as possible with tabled intersections. Bump outs and the like are also very welcome, along with reduction in lanes especially for four-lane roads.
1,118	Walking	The city needs to consider municipal snow removal. It is not effective and will continue to not be effective to rely on individuals and companies to do the right thing. Without municipal clearing, snow removal is inconsistent and inefficient.
1,119	Walking	Strongly agree with this. It's low hanging fruit and needs to be done.
1,120	Walking	Instead of just thinking of sidewalks as pedestrian space, we need to think of streets as being for people. It's working very effectively on the streets that are closed to cars (other than local traffic) in the city's COVID-19 response. We need more streets for pedestrians. These should be considered part of the "sidewalk" network.
1,121	Walking	Strongly agree! Pedestrians have the right-of-way. It should be the responsibility of the driver to be careful toward pedestrians, not the other way around.
1,122	Walking	My preference would be to remove the skyways. They sap any vitality that downtown has. However, considering that is unlikely, I'd support making it easier to access them. Right now, they feel exclusive and contribute to a feeling of class divide. Let's make skyways more of an extension of the street. One way is to make it easier to access the system without passing through private buildings with security guards in front. This is a very intimidating experience.
1,123	Walking	Technology shouldn't be the highest priority. Let's nail the fundamentals of an urban environment before spending too much time, effort and money on technological solutions.
1,124	Walking	PPN need to exclude both heavy freight and private vehicles--they are incompatible with a system that prioritizes pedestrians. PPN needs to include restrooms and places to rest (walls, benches, large rocks, whatever), including with shelter if needed. PPN MUST be free of ice/snow in the winter. This includes from freeze/thaw cycles, awnings, driveways, etc.
1,125	Walking	Prioritize immediate operational changes to streets for pedestrian benefit. Reallocate/reclaim street space via temporary measures. It's a waste of money to reconstruct streets now without understanding that climate breakdown and systems fragility, more than the TAP, will determine mode share use in their functional lifespan. Apply the equity lens of the 20 Year Streets Funding Plan to: 1. air quality (and residents of the corridor)

		<p>2. disability/age (and the need for benches)</p> <p>3. gender/class/disability (and the need for restrooms) and use the capital funds to meet those basic bench/bathroom needs.</p>
1,126	Walking	<p>Reduce the height of street lighting to be more pedestrian scale. Create better reporting mechanism for non-working lights.</p>
1,127	Walking	<p>Signals do not benefit pedestrians and generally indicate that a street is car centric.</p> <p>Remove signals and replace with stop signs at all currently signaled intersections aside from LRT.</p> <p>Where traffic signals remain, create a mechanism to easily report non-working or half-broken signals (311/seeclickfix require too much time and too many fields, like direction of travel, names of streets), OR invest in signals that will alert Traffic Operations when they are not working on the pedestrian cycles.</p> <p>Include green lights (not just a walk sign) at ALL signals, including on one-ways, because that is basic safety redundancy for those walking, for when the walk sign itself is broken or has been hit/turned so it's not visible.</p> <p>When a button is necessary to actuate a crossing, MAKE IT OBVIOUS. Add a sign saying that you MUST push the button to cross the street.</p> <p>Make all signals the shortest possible cycle length.</p> <p>If a light is not automatic recall, make the button trigger the walk sign in the absolute shortest amount of time, rather than waiting until the next point in the cycle.</p> <p>If a signal is actuated, implement and enforce a plan to keep it cleared of ice/snow/puddles in all seasons, including shoveling it out after each plow goes past.</p> <p>Plan according to LOS for people walking in terms of time lost to traffic signals.</p> <p>Retroactively fill in all missing crosswalk legs at all signaled intersections, in particular those that are shared with MNDOT.</p> <p>Get rid of ALL leading left turn signals.</p> <p>Get rid of any remaining dedicated right turn signals (Lyndale/Franklin, others?).</p>

		<p>Make sure that traffic signals convey accurate and consistent information to those walking. For example, if there is no conflicting vehicle movement, a pedestrian should have a green during that phase in a signal (e.g. on one ways).</p> <p>Remove all flashing yellow left turn signals.</p> <p>Do not use ANY traffic phases that prohibit all pedestrian movement in any direction--pedestrians should be able to be moving in some direction if a driver is able to.</p> <p>If a button is actuated, make any actuation trigger all actuation--i.e. if a vehicle arrives, that should also trigger a walk sign, especially given winter conditions. OR the alternative--if a person pushes a button, it should NOT automatically trigger a green light for a driver. Otherwise, the system is car centric.</p> <p>Pushing a button to actuate a crossing needs to actuate that crossing for BOTH parallel legs of the crosswalk so that people can keep walking as they wait for the light if they need to cross both directions. (See: some signals on University).</p> <p>Ban right turns on red.</p> <p>Use traffic control devices or cones to tighten turning radii at signals that are more than one lane in each direction.</p>
1,128	Walking	<p>This is a bad take. All streets should be safe and easy to cross at any point, especially all streets on the PPN.</p> <p>Rather than/in addition to marked crosswalks, consider raised crossings. Whatever mode has the at-grade right of way has the implied right of way, regardless of paint.</p>
1,129	Walking	<p>Do not wait for data to do this. Uniformly ban RTOR, starting first and foremost with intersections where a smaller road meets with a mainline, or near highways.</p> <p>Seek out qualitative data of pedestrian experiences with drivers at signals to inform choices, rather than relying only on police reports and insufficient studies. Intersection experiences differ block by block.</p> <p>When evaluating data and street context, make sure to consider the overall grid, not simply the streets in question. Plan to reduce throughput on any bus route or community corridor; allow drivers to divert to less-walked, fewer-destination side streets to avoid delay.</p>
1,130	Walking	<p>YES!!!! Also, tighten up curb radii, especially on multi-lane roads, so that they are not functionally slip turns (in the speeds drivers take them at).</p>

1,131	Walking	<p>This is a GREAT start.</p> <p>Also, remove and narrow vehicle lanes.</p>
1,132	Walking	<p>Preventing drivers from killing and injuring children is NOT a pedestrian/bicycle improvement--that funding should not come from and pedestrian or biking pool of money.</p> <p>Keeping drivers from killing people is a car-oriented goal, unless it addresses this by deeply and dramatically reducing car volumes and speeds, with an eye only to pedestrian/bike comfort and safety and without any attempts to maintain any LOS or connectivity for private vehicles.</p>
1,133	Walking	<p>DO NOT USE VEHICLES LOS AT ALL. Don't remove them as a the "sole" justification but remove them as a measure of anything besides the environmental racism and public health hazard they present to those living and working and walking/rolling/biking directly adjacent to these major corridors.</p> <p>Traffic signals are car-centric, anti-pedestrian infrastructure. Do not install them unless it is for transit (LRT/trains, which cannot brake easily).</p>
1,134	Walking	<p>Street lighting needs to include lighting up wayfinding signs, so that they can be read without headlights.</p> <p>Pedestrian lighting needs to be shorter, actually pedestrian scale.</p>
1,135	Walking	<p>Sidewalks do not function as infrastructure in winter conditions. The City MUST immediately allow/encourage residents to walk and use wheelchairs on our plowed streets, and educate drivers to share the streets (COVID is likely helping, as drivers are becoming more accustomed to people (not just disabled/elderly people whom they seem to discount) walking in the streets).</p> <p>The sidewalk network has NOT been designed or built for winter conditions. The city MUST ACKNOWLEDGE THIS TO MOVE FORWARD.</p> <ul style="list-style-type: none"> + All properties drain ONTO the sidewalks (draining directly to the storm sewers is prohibited in almost all cases and this is enforced). + The slope of sidewalks is insufficient to allow them to drain to gutters when the soil is frozen + The slightly lowered boulevard grass at installation gradually raises over time and is rendered immediately moot with snow/ice build-up + Pedestrians are most at risk from icy grade-changes like curb ramps, even without additional risk from co-locating them with storm drains. + Sidewalks do not only become snowy and icy due to precipitation events--snow melts and drops off roofs and buildings, often every single day, refreezing every single night. + Cars driving over sidewalks frequently deposit large amounts of snow on already-cleared sidewalks.

		<p>+ Awnings shed snow directly onto the middle of sidewalks (due to 3' max depth), often after shoveling has happened.</p> <p>+ Metal grates, such as those used around trees, are slippery and dangerous with even a small amount of snow on them, and should be avoided on the walking right of way.</p> <p>It should not be individual property owners' responsibilities to maintain a walking network while the city spends millions of dollars to clear a much greater square footage of public right of way for private vehicles.</p> <p>DEFINE CLEAR SIDEWALK WITH PICTORAL EXAMPLES.</p> <p>The City needs to take responsibility for its role in winter walking conditions, not just in the built infrastructure (i.e. sidewalks that don't drain--that's the legacy of the past), but in how existing infrastructure is maintained. Currently, the City's (and county's) plowing of streets makes walking worse and using a wheelchair often impossible, although it is collateral damage, not intentional. This is not ok. This section needs to include actions to just stop making it worse. Stop creating windrows at every intersection and alleyway. Or at least acknowledge and talk about it, so that we can start moving towards addressing it.</p> <p>We need an update to the Winter Maintenance Study that answers basic questions that were not answered in the first report: 1. What is the goal of winter maintenance? 2. What constitutes a cleared sidewalk? 3. What is the City's role in how it maintains its others space?</p>
1,136	Walking	<p>This action does not make sense unless the City also addresses its own role in blocking sidewalks by plowing heavy ice chunks onto already shoveled areas (which is so demoralizing for anyone trying to keep them clear).</p> <p>This action needs to include the City having a clearer and public guide for what constitutes a cleared sidewalk. The City's functional definition (over 90% of sidewalks reported as clear) is completely at odds with the lived experiences of those who walk and use wheelchairs in this city in the winter, and certainly is far from the City's own ordinance definition.</p>
1,137	Walking	<p>Yes! But again, the City needs to show in this section that it understands what safe winter walking/rolling infrastructure looks and feels like. Using large machinery to clear off the large chunks of snow is a start but is not sufficient for safe walking/rolling.</p>
1,138	Walking	<p>Yes. There seem to be many catch-22 barriers around designing safer streets based on this.</p>

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1,139	Walking	I support this strategy.
1,140	Walking	<p>The problems with 311 for winter maintenance need to be address but are not captured at all in this action. It is not that the process needs to be communicated more clearly, it's that the process is broken and needs to be rebuilt.</p> <p>Sidewalk inspectors and sidewalk users do NOT have anywhere near the same definition of what constitutes a "clear sidewalk."</p> <p>Reporting an icy and unsafe sidewalk DOES NOT CHANGE IT because of that mismatch.</p> <p>Reporting an icy/unsafe sidewalk is cumbersome, particularly in winter, and very bad UX.</p> <p>A report-based system is inequitable.</p>
1,141	Walking	<p>Current snow removal as done by the city (e.g. clearing curb cuts/corners after City plows block them) reflect that authorized snow removal services/subcontractors do not understand what they are being asked to do. The surfaces they leave behind, while cleared of a bulk of the snow/ice chunks by volume, are often still impossible to navigate in a wheelchair. HIGHER AND CLEARER STANDARDS.</p>
1,142	Walking	<p>Make these penalties tied to the wealth of the property owner (value of the property at time of purchase, if homesteaded?), and make sure there's a way to appeal them (e.g. if the sidewalk is on a route where the city plows snow onto it, rendering their work harder/impossible).</p>
1,143	Walking	<p>IF WALKING/ROLLING IS BASIC INFRASTRUCTURE, IT NEEDS TO BE TREATED AS SUCH. Public Works needs to make sure sidewalks are cleared BEFORE it touches car-centric infrastructure.</p> <p>Sidewalks need to be cleared more quickly after snowfall BUT ALSO between snowfall events, when snow and ice are redeposited on them by things like cars cross curb cuts, snow melting off roofs, and melt from boulevards to low-lying settled panels.</p>
1,144	Walking	<p>Make sure to consult with the PAC on the ranking of these data points.</p> <p>Prioritize cheaper and faster repairs.</p> <p>Connect gaps by reallocating other portions of the ROW.</p>
1,145	Walking	<p>Yes! EXCEPT freeways need to be removed from our city and we should focus our attention on that, rather than on dressing up inherently violent and inhumane spaces.</p>
1,146	Walking	<p>NO. Traffic signals, except at LRT/trains, mean that we have FAILED walkability. Focus on reducing vehicle volumes (by designing for smaller vehicle volumes--induced reductions) in order to remove signals altogether.</p>

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1,147	Walking	<p>This needs to be a priority. If this is a priority, it needs to be communicated to those who walk and use wheelchairs.</p> <p>Right now, the City's attitude towards winter walking/rolling infrastructure is puzzling. There is no shared goal around what this would look like. There is no open and honest self-reflection of what the scope and scale of the problem really might be. The City seems in deep denial about its own passive and active roles in uncleared/unsafe/icy sidewalks.</p> <p>We cannot solve a problem that we cannot talk about honestly and openly. I want to support the City in honesty conversation and collaboration about winter conditions, particularly as climate breakdown exacerbates the problems we face.</p>
1,148	Walking	<p>Figure out how to crowdsource this. Use the expertise of those who walk and use wheelchairs, rather than paying a firm to do a less-thorough job.</p> <p>Make sure this inventory includes robust data, not just a binary present/absent.</p> <p>Make this inventory public and allow people to comment, to pick up on other issues (e.g. seasonal problems) that a single snapshot will miss.</p> <p>Consider an inventory of desire lines.</p>
1,149	Walking	<p>Again, consider means for subcontracting this kind of inspection work to those who already navigate the city on foot and using a wheelchair, who are often already reporting these gaps and/or correcting/fixing problems.</p> <p>Make sure that any inspections of sidewalks include people using wheelchairs, as well as other people with disabilities, to ensure that basic accessibility is not being ignored.</p> <p>Regardless of punitive consequences for non-compliant or non-existent pedestrian routes, those routes need to be provide IMMEDIATELY, not viewed as a problem to be learned from.</p>
1,150	Walking	<p>THIS IS NOT ENOUGH. REMOVE ALL URBAN HIGHWAYS. Urban highways reflect and perpetuate targeted structural and environmental racism; simple capping them does not undo their harm, particularly in a climate emergency.</p> <p>Do not lid railroads--they often provide pedestrian interest.</p>
1,151	Walking	<p>YES. Not just with larger developers, but also with SFH or duplexes. Walking porosity is valuable.</p>
1,152	Walking	<p>Fantastic! I strongly support this action.</p>

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1,153	Walking	<p>Again, consider means for subcontracting this kind of inspection work to those who already navigate the city on food and using a wheelchair, who are often already reporting these gaps and/or correcting/fixing problems.</p> <p>Make sure that any inspections of sidewalks include people using wheelchairs, as well as other people with disabilities, to ensure that basic accessibility is not being ignored.</p> <p>Regardless of punitive consequences for non-compliant or non-existent pedestrian routes, those routes need to be provide IMMEDIATELY, not viewed as a problem to be learned from.</p>
1,154	Walking	<p>Again, crowdsource this in some way for more robust and accurate information.</p> <p>Gaps in the sidewalk network include:</p> <ul style="list-style-type: none"> + sidewalks that narrow below ADA minimums at ANY point in their length + sidewalks that have cross slopes too steep for ADA standards anywhere along their length. + streets with sidewalks on only one side, regardless of the use on each side (e.g. freeway wall) + parks without sidewalks, even where a somewhat parallel (often unlit or unmaintained) path exists.
1,155	Walking	<p>YES!!!</p> <p>These guidelines need to be sensitive to those who are elderly/disabled/with kids/etc., and to seasonality.</p> <p>Please consult with the PAC early as you establish these.</p> <p>Connections like this are also opportunities for placemaking, for resting, for views, and need to be designed as Walking/Rolling Plus spaces, extra amenities/fancy (basically, if only one street in eight crosses a highway, given it eight times the attention and investment and consideration).</p>
1,156	Walking	<p>love the exit parking ramp change to prioritize pedestrians!</p> <p>related: is it possible to prohibit police from acting as TCAs for parking ramps downtown, prioritizing exit of single occupancy vehicles, until nearby intersections are free from gridlock and box-blocking? in other words, no private TCAs before public TCA needs are met</p>
1,157	Walking	<p>I strongly support this, including (especially?) on county roads.</p>

<p>1,158</p>	<p>Walking</p>	<p>YES!!!</p> <p>Also, consider reconnecting the street grid for cars in this context SO THAT a higher-foot-traffic, higher-destination intersection can then be closed. For example, there are street treatments on side streets in south Mpls that keep drivers from driving straight--these should be reopened, so that parallel residential/community corridors and bus routes can be more easily closed to private vehicles to protect people/transit/public health.</p> <p>Do not give easements or give up pedestrian right of way.</p> <p>Make it a policy to seek pedestrian easements where they used to exist (including former alleys) and across/through larger blocks.</p>
<p>1,159</p>	<p>Walking</p>	<p>YES, if I'm reading this correctly (worded ambiguously). We need to improve walking near and across freeway entrances/exits.</p> <p>We need policy to prevent any additional freeway entrances/exits.</p> <p>Deny municipal consent to any highway expansion, including additional lanes of traffic, because it harms walking across it and near it.</p>
<p>1,160</p>	<p>Walking</p>	<p>YES!</p> <p>Also, create plans to de-commission all parking ramps.</p> <p>Do NOT allow any new parking lots or ramps, under any circumstances.</p> <p>Require developers to show a transit/walk/roll/bike plan.</p> <p>Creatively reuse all city-owned/city-controlled parking ramps. Make the first step of this creating strong incentives (including straight-up paying people) to walk/roll/bike/take transit.</p> <p>Policy for any company that offers parking to its staff, customers, or clients (whether free/subsidized/market rate) to ensure that walking/rolling/biking/transit are treated as equal.</p> <p>Business policies to ensure that non-car transportation is as easy and comfortable and accessible as driving. No banning carrying bags without secure lockers, for example. City Hall should not ban alcohol (people might be doing their regular shopping before attending a meeting). Secure, covered, and accessible bike parking that works for cargo and adaptive bikes as well. Primary entrances that do not face parking lots. Better/more hooks in bathroom stalls (and at ADA-mandated heights).</p>

<p>1,161</p>	<p>Walking</p>	<p>The sightlines are rarely the problem--the problem is that drivers exiting parking ramps onto high injury streets are NOT looking for people outside cars. If they're turning right, they're almost always looking ONLY left and they do not look right until they're moving already. They also BLOCK THE SIDEWALK while doing this, forcing dangerous walking to get around (like taking a lane of contraflow traffic).</p> <p>REMOVE ALL DRIVEWAYS FROM HIGH INJURY STREETS.</p> <p>In the interim, change the visual and tactile design of driveways so it is clear that sidewalks are NOT for drivers, not to be blocked by drivers, and not to be sped up into by drivers.</p> <p>Driver education is needed to remind drivers that people walking/rolling are going places, might be a hurry, and have the right of way at all times.</p>
<p>1,162</p>	<p>Walking</p>	<p>YES, but! We should NOT install new sidewalks without having figured out a sidewalk design that drains. It is a waste of money and CO2e emissions to install new sidewalks that continue to fail as walking routes 5 months of the year.</p> <p>Instead, use traffic control devices to open up a vehicle lane to people, as these are designed to drain and remain clear, and the city knows how to and has budgeted for clearing them.</p>
<p>1,163</p>	<p>Walking</p>	<p>NO. Do NOT encourage skyway use UNLESS skyways and their connections have legal standing as public spaces. This is NOT equity unless these are part of the PUBLIC right of way.</p> <p>Once that happens...</p> <p>Yes, increase vertical connections and create any wayfinding (then use that wayfinding for wayfinding for pedestrians everywhere else in the city).</p> <p>Also, install public lockers--people without cars or offices who are trying to use the skyways are stuck lugging around too much stuff in winter, bumping into others, etc.</p>
<p>1,164</p>	<p>Walking</p>	<p>An additional action should be submitted to promote the widespread building of street furniture. It is absurd that the redesign of Hennepin Avenue does not call for places to sit. This is not just a matter of convenience, it is a matter of transportation justice for the disabled, the old, and the infirm.</p> <p>If benches were abundant, than there would always be one available for walkers, and business owners would stop implicitly associating them with petty nuisance, as they do now because there are so few options that those that exist are often monopolized for sleeping.</p>

<p>1,165</p>	<p>Walking</p>	<p>NO. FIRST FOCUS ON PHYSICAL WAYFINDING.</p> <p>Install street signs that can be read WITHOUT HEADLIGHTS.</p> <p>Install street signs AT PEDESTRIAN LEVEL so we don't have to go into the middle of the street to see them.</p> <p>Install street signs FACING BOTH DIRECTIONS because one-ways are only one-ways for drivers.</p> <p>Name and install signs for every alleyway, to make them easier to remember and navigate walking/rolling.</p> <p>Provide BASIC information in multiple languages--where is the nearest restroom? How long of a walk is to a destination?</p> <p>A FOCUS ON DIGITAL WAYFINDING IS EXCLUSIONARY, particularly absent any other wayfinding for those outside cars.</p>
<p>1,166</p>	<p>Walking</p>	<p>Will this first be applied to drivers?</p> <p>Currently, many "detections" technologies used for pedestrians miss (by design/programming) many people, particularly BIPOC and disabled people, or shorter people.</p> <p>Lighting only the portion of the street where a person is walking/rolling might feel like having a target on one.</p> <p>Put effort into better energy-reduction and light-reduction goals by focusing on removing cars.</p>
<p>1,167</p>	<p>Walking</p>	<p>The city MUST include benches as a pedestrian/sidewalk priority. Public spaces with nowhere to sit are exclusionary and harmful to the elderly & disabled, not to mention any other human who needs or wants to rest while on their journey. The absence of such a basic amenity is unconscionable and completely defeats the goal of trying to promote walkability/ access to the city for all.</p>
<p>1,168</p>	<p>Walking</p>	<p>I'd like to see an action to at least study citywide municipal sidewalk clearance. While it certainly would be more expensive than just requiring property owners to take care of it, I'm concerned that these actions are just going to add more layers of complexity and process onto the existing sidewalk clearance strategy, and not do much to get the sidewalks actually cleared more quickly.</p>
<p>1,169</p>	<p>Walking</p>	<p>Thanks for already doing this as part of the COVID-19 response. Please keep them on automatic recall, don't change them back.</p>
<p>1,170</p>	<p>Walking</p>	<p>This would likely be long-term just due to the sheer number of intersections but consider adding marked crosswalks to every intersection on the Pedestrian Priority Network.</p>

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1,171	Walking	Prioritize *and adequately fund* this implementation and ensure that county roads are included.
1,172	Walking	I support these goals to focus improvements on the Pedestrian Priority Network but would like to see some language specifying that a street not being on the Network doesn't take it out of consideration for improvements. I'm concerned that we'll wind up with a repeat of the current bike lane policy, where streets with narrow, dangerous painted bike lanes get fully rebuilt with the same painted lanes, since they aren't officially on the Protected Bikeways Network that was last updated half a decade ago.
1,173	Walking	Consider banning Right Turn on Red citywide. I'm aware that one study from decades ago found that RTOR didn't make much of a safety difference, but my daily experience living and working downtown is that I have to jump out of the way of a car that's making a RTOR without looking at least once a week.
1,174	Walking	I strongly support this action. My suggestion for the first slip lane to convert is the I-394 exit ramp to Washington Ave N at 3rd Ave N, along with any other freeway exit slip lanes in the city.
1,175	Walking	I support both of these actions, with the suggestion that the size and location threshold mentioned in 3.2 be set as low as possible. A streetlight or two is not a big cost adder in any construction project larger than a single-lot triplex.
1,176	Walking	Please remove "Consider" from this action. Short of a bridge replacement or something, it's just not that difficult for construction projects to include pedestrian access routes. They just have to be required to.
1,177	Walking	I support this change. Additionally, please consider requiring car sensors on parking ramp exists so audio messaging only sounds when a car is actually exiting, instead of 24/7 like the IDS Center garage exit. This would help with downtown noise pollution.
1,178	Walking	None of this goes far enough. Even if you got 100% compliance from individual property owners, the quality of clearance would be inconsistent. We need municipal clearance, at very least on the priority network, so that people can walk freely, rather than inspecting the ground and changing their gait every 20 feet as conditions change. The system we have isn't working. Don't modify it; start over.
1,179	Walking	Discontinue the use of vehicular LOS as justification for anything. If we're going to adhere to the Complete Streets Policy, it should be the very last consideration.
1,180	Walking	Yes, please! This applies especially to high-pedestrian areas and transit corridors. Nobody should have to wait through a whole light cycle because they didn't make it to a button on time.
1,181	Walking	All of these are important. 5.3 would have the most impact. However, none of them have as much of an effect on consistent sidewalk access as snow clearance. The priority needs to be on re-envisioning that.
1,182	Walking	YES, PLEASE. The responsibility should be on drivers to not hit us, and I would be glad to never hear that sound again.

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1,183	Walking	Yes, to all of this. I especially hope that the City is involved in a very active way to prioritize pedestrian safety and improvements as MnDOT looks to redo portions of 94 and 35W.
1,184	Walking	I think I appreciate the sentiment of this but disagree with the "encourage the use of skyways" wording. I would rather the skyways and street-level walkways be a more integrated system, with legible entrances, exits, and wayfinding, so that anyone can feel comfortable using them. However, I would just as much like more street-level storefronts, vendors, and other activities so that regular skyway users have reason to be down on the street. To me, it's not a question of getting more people upstairs; it's about moving people more freely between the levels.
1,185	Walking	I think there are ways adaptive lighting can be used effectively, but at least as often it makes me feel like a target and/or temporarily blinds me. Tread carefully here.
1,186	Walking	Look again at the feasibility of city-plowed sidewalks and think creatively about ways to make it financially viable. If we are serious about ensuring streets are walkable, all other solutions are too piecemeal.
1,187	Walking	Yes, to all of this! Please add an action to fund winter maintenance for the Pedestrian Priority Network (and the All Ages Bicycle Network).
1,188	Walking	I am almost 67 years old, and I have several medical conditions. Even with my conditions I stay active. I walk in my neighborhood but can't walk more than 3 miles. I need to use my vehicle to go to my medical appointments and the health club. I am not able to ride a bike - to Edina, for example, to see my doctors. This plan and the city's other similar plans discriminate against older people and those with disabilities. And no one cares! Continuing down this path will result in a permanent move for me to Arizona.
1,189	Walking	Use the minimum necessity rule when it comes to sidewalk closures for construction, ditto for bus stop closures! It's hard for pedestrians, especially those in wheelchairs, to navigate around. Also bring back bus shelters that deflect rain, wind and snow from people standing inside. The wind blows right through these new ones and offers little real shield against the elements and it irks me that the city took away the beautiful and useful glass huts along Nicollet Mall. People could stand under those and not get soaked.
1,190	Walking	I would like to see this plan include action around the City removing snow or ice from sidewalks. Our current system of relying on property owners to clear sidewalks is not working. If even just one property owner does not clear their sidewalk, the entire block can become inaccessible & dangerous. We make sure that our car lanes are cleared quickly and efficiently after snowstorms. So why can't we do the same for people walking? To truly make this plan work we need to include winter maintenance for sidewalks.

<p>1,191</p>	<p>Walking</p>	<p>I just moved to Minneapolis this past winter and I am a transit rider, pedestrian, and bike commuter. I drive sometimes as well. Poor snow removal by local businesses was my biggest barrier to getting around this past winter as a pedestrian and transit rider. I'm not sure what the rest of the city looks like, but the small stretch of Excelsior Blvd from West 32nd Street to Lake Street was poorly maintained throughout the winter. I am able bodied and had trouble getting to my bus stop many days. FYI - it was a short winter and I just moved here in late December.</p> <p>When it became apparent that sidewalk maintenance was a repetitive problem, I began filing formal complaints and contacting the mayor and city council. I assume at times by the time action was taken to notify the company, it would snow again and start all over, which is why I had to file multiple complaints.</p> <p>I would have shoveled myself a few times because it was that bad, but I don't have a shovel.</p> <p>It takes a lot of time to file these complaints by the way. One must be committed and privileged to have that kind of time. I did not file complaints for each incident as I do not have that much personal time to file complaints, I have other family and household obligations as well.</p> <p>Also, the sidewalks here are narrow, slanted, and blocked by many power poles - hindering some from getting around in this area at all. I realize this is a county road, but can we do something to widen the sidewalks, which then would help slow traffic?</p> <p>Part of the problem with the snow is that plows will come by and push snow onto the sidewalks after businesses have cleared them, making them impassable again. This plowed snow often re-freezes into dangerous lumps of frozen ice that are really difficult to walk on without falling. I sometimes walk in one of the four lanes on Excelsior, even though traffic is often busy during rush hour, because it is unfortunately safer than the sidewalks.</p> <p>Thank you</p>
<p>1,192</p>	<p>Walking</p>	<p>I'd like to see a lot of focus and effort into year-round walkable sidewalks. During winter its difficult and dangerous with snow- and ice-covered sidewalks. What we're doing isn't currently working and some people are afraid to go out and risk hurting themselves slipping. Higher fines and faster clearance timeframe along with an education campaign would go a long way. I'd also like to see the city reclaim space from streets for sidewalks. Some places sidewalks are non-existent.</p>

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1,193	Walking	As construction projects are happening all over the city, one of the biggest is the Southwest Light Rail, which not only impacts the corridors but the streets and family homes around it. We have stakes in our yard, just because the city wants to show that 18 inches of our yard is technically theirs, even though we have been paying taxes on the whole property. They are talking about huge sidewalks required due to transit, but this is a neighborhood, not a high-frequency transit area. Also, there is plenty of room on the existing sidewalk (I looked up the specifications), and even extra room if the city uses the boulevard instead of threatening destruction of people's yards. In redesigning sidewalks and curbs, the city needs to leave people's property alone, and not make extra work - and extra cost - for people already impacted negatively by this construction. The city has the space it needs WITHOUT disrupting residents further.
1,194	Walking	The City's lack of commitment to winter sidewalk maintenance is deeply concerning. Given the City's Complete Streets policy, the City should not continue to invest millions of dollars in clearing streets for cars without first clearing sidewalks for people.
1,195	Walking, Bicycling	Don't weaken this plan please add winter sidewalk clearance it should be a priority. We need cleared sidewalks year-round. I'd like to see Minneapolis take over Hennepin County owned streets (Lyndale, Franklin, etc.). They're dangerous and I think the city would do a better job for Minneapolis residents. Hennepin County neglects city users and leaves us with dangerous streets for decades. We're going to have to meaningfully tackle climate change which we'll be dealing with for a long time. Streets shouldn't center the storage of privately-owned vehicles. Give us more choices in how we live that centers reducing carbon emissions and vulnerable users. I'd also like to request more durable protected bike lanes I know the trade-offs are you could implement something faster with a plastic bollard but those are easily damaged by drivers. Durable bollards made of concrete would be best. Thanks for all your work on this plan. Push for even more for us.
1,196	Walking, Bicycling, Design	I appreciate the plan's focus on making transportation in MPLS equitable for people w/o cars, and the way it makes space for walking, rolling, and cycling. For the plan's final draft, please keep focused on that-- less space for cars (narrower streets, shorter pedestrian crossings, bumpouts) and more space for people (wider sidewalks, streets that might be closed to cars and opened for people, and networks that function for people of all ages/abilities). Thanks!
1,197	Walking, Transit	These are great strategies. I'm not sure if this is the right place for this comment, but the idea in 5.2 to incorporate parklets/plazas among other amenities got me thinking to the real amenities needs that are often barriers to transit use: 1. basic errands like grocery shopping and 2. childcare. Having these located near key transportation nodes could increase ridership. This is a strategy I saw used in Munster, Germany that I learned about through the Climate Smart Municipalities program. Where the City's land use and transit plans overlap, the City

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[Online Map](#)

		should try to encourage grocery and childcare land uses near transit nodes.
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Minneapolis Transportation Action Plan (Engagement Phase 3)

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Comment #	Topic	Comment
1	Bicycling	Minneapolis Public Schools is working toward Universal Bike Education - bike education for every fifth grader - these efforts will be critical for the city to reach its traffic reduction and increased biking goals. The current plan calls for "supporting" Universal Bike Education. Other cities are actively funding these initiatives. Minneapolis Public School has a strong program in place, through Safe Routes to School. Will the city consider "doing" this kind of program (e.g., through direct funding) in order to increase the districts impact to more fifth-grade students? Through increased funding the district could purchase more fleets that can rotate amongst schools, reaching more students. Thank you.
2	Bicycling	I understand the desire to make changes quickly with paint, and other low-cost materials, but paint and plastic posts doesn't keep people riding bicycles safe. Can you address that tension?
3	Bicycling	Will we be replacing the bollards with physically separated bike and care lanes like in the picture you used in the slideshow?
4	Bicycling	Excited to see this plan! You all did a wonderful job. I'm curious about winter maintenance on the priority bikeway, but especially for Greenways and Bikeways. Can these all get extra focus to ensure they're usable year-round and don't disappear as transportation options during winter?
5	Bicycling	The protected bike lanes on 26th Street and 28th Street have dramatically improved biking and walking near Whittier, Andersen and Jefferson Schools. One wonderful addition would be to have a raised barrier for the protective bollards. The issue is that the protective bollards, at grade with the bike lanes are constantly being knocked over. I know that other protected bike lanes have a raised concrete curb for the bollards making them far less likely to be knocked over. Could a raised barrier be installed on 26th and 28th streets, from Hennepin to Hiawatha?
6	Bicycling	How quickly do you picture the bikeway network updates being implemented?
7	Bicycling	How much money is being spent on bike lanes when this type of transportation is used by such a tiny part of our population?
8	Bicycling, Transit	I have two questions: On bicycling: Will the city set a standard that ensures that future protected bikeways will be built with something better than bollards (whether as a side path or in the street with a concrete barrier)? On transit: What is the difference between the bus lanes that are in Transit 2.2 (will be installed) from the bus lanes that are in Transit 2.3 (will be "evaluated")?
9	Design	This plan is so exciting! Will the street design guide inform the reconstruction of county roads?

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10	Design	What traffic calming techniques will you be using?
11	Freight	Incorporating Complete Streets policy doesn't seem compatible with updating freight
12	Freight	Does freight planning look at how unsustainable our overall production and movement of new goods is, and how any goals in line with climate will require us to move/ship a lot less just in terms of the volume of goods?
13	Freight	Are there any pilot projects planned for freight & passenger loading / unloading zones?
14	Freight	Will we see freight transported by lower-carbon-emitters like electric bicycle in the near future? What are we doing to incentivize deliveries by smaller vehicles?
15	Additional Comments	These goals are spot on! Thank you for being visionary and climate and equity forward.
16	Additional Comments	what is the city's plan to minimize need for asphalt, concrete production which are huge sources of GHG (in good maintenance, reduced size of roads, no new roads) as well as promote better resilience of roadways in flood and drought events (e.g. porous pavers, prairie plantings or trees on areas that were formerly wider roads but have been narrowed in size)
17	Additional Comments	I don't see discussion in the Transportation Action Plan (TAP) on how to accommodate and plan for single occupancy vehicles. Per the TAP Executive Summary, 2010 this mode of transportation made up 43% of all trips. The 2030 goal shows this percentage reduced but still a major component of residents' total trips. Shouldn't this mode of transit be addressed in the TAP along with the others?
18	Additional Comments	I appreciate the visionary and holistic nature of this plan!
19	Additional Comments	Design street demand setbacks for buildings for the greening of streets. The current 2040 plan has an inferior setback requirement.
20	Additional Comments	It seems any plan put forward today needs to somehow acknowledge that things may (will?) be different on terms of travel post-COVID. Have you thought about that yet?
21	Additional Comments	How is Minneapolis working with St Paul/other neighboring cities to get geographically broader goals implemented that will be beneficial for transportation throughout the metro?
22	Additional Comments	Given that Black, Latino, Asian (i.e. communities of color) and lower-income communities face the highest levels of air pollution in the State, how will the Transportation Action Plan contribute (and prioritize) their health? https://blog.ucsusa.org/cecilia-moura/who-breathes-dirtiest-air-from-vehicles-minnesota
23	Additional Comments	does Lyft/Uber with one passenger count as a multi-person vehicle trip?

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24	Additional Comments	Are there any statistics on how these changes will affect our waterways and lakes?
25	Additional Comments	What actions are being pulled forward in the plan to combat COVID? Will the city prioritize any of these actions in the near-term like the City of Oakland has done with slow streets (i.e. 74-miles of street opened for people to safely travel): https://www.oaklandca.gov/news/2020/city-of-oakland-announces-oakland-slow-streets-program-starting-saturday-to-enable-safer-walking-cycling
26	Additional Comments	How is Minneapolis working with Hennepin County, the Minnesota Department of Transportation and other agencies to meet transportation goals within the city?
27	Additional Comments	We appreciate your work! Thank you!
28	Additional Comments	Great job everyone!
29	Additional Comments	Thank you for hosting!
30	Additional Comments	What is the city's current mode share split?
31	Additional Comments	Given that private cars account for approximately 33% of greenhouse gas emissions in the US, why is the mode share for single occupancy vehicles so high? Shouldn't it be less?
32	Street Operations	Will vision zero address driver aggression and targeted violence (whether planned or "heat of the moment") at any point?
33	Street Operations	The presentation stated the 21% (?) of surface area of the city was devoted to streets. How does that compare to lakes and parks?
34	Street Operations	Cars are dangerous. Will they be banned from streets?
35	Street Operations	Cars are dangerous. Does Minneapolis have any plans to ban them from the streets?
36	Street Operations	The City owns and manages thousands of parking stalls in municipal ramps and lots. Studies show that convenient parking encourages people to drive rather than walk, bike, or take transit. Why doesn't the TAP address this fact?
37	Street Operations	Studies show that one-way streets facilitate faster traffic and create unpleasant places. Is there any plan to convert streets like Park/Portland, Lake/Lagoon, University & 4th Avenues NE, and countless downtown streets into 2-direction traffic?
38	Street Operations	How about on the revenue side? Are there plans to increase smart meters and use the funding to support the goals of reducing traffic and increasing biking and walking?
39	Street Operations, Walking	Will you be eliminating right turns on red which has increased pedestrian danger?

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40	Street Operations, Design	What are your main traffic calming techniques and how will you shelter people from inclement weather?
41	Street Operations, Additional Comments	Why should MNDOT and Hennepin County continue to own and operate streets in Minneapolis when they have the most dangerous roadways and apparently don't share the vision to fix that. These agencies priority is to move cars.
42	Technology	Electric scooters are dangerous, will they be banned from streets?
43	Technology	Ban rolling it is dangerous and does not conform to any multi modal transportation with pedestrians in the same area.
44	Technology	What are the current rules/regulations about robot /drone/ driverless vehicle delivery within the city? Does the city operate on a precautionary principle or on an innocent until proven harmful principle with those technologies?
45	Technology	The electric scooters caused issues with riders ignoring traffic rules and safety on sidewalks. Will there be an increased effort to regulate use and parking of these scooters?
46	Technology	How will the Transportation Action Plan keep people safe while automated vehicles are deployed in Minneapolis and Minnesota? A recent study shows that "Five studies revealed that participants considered harm to a pedestrian more permissible with an AV as compared to self as the decision agent in a regular car. This shift in moral judgments was driven by the attribution of responsibility to the AV and was observed for both severe and moderate harm, and when harm was real or imagined." https://academic.oup.com/jcr/advance-article-abstract/doi/10.1093/jcr/ucaa018/5819144
47	Transit	How are the City, Metro Transit, and MoveMinnesota thinking about the possibility that both political support for transit and ridership will not come back strong? Or more optimistically, even if ridership comes back to, say, 90% of previous levels, that will still discombobulate the very fragile financial situation of public transit.
48	Transit	Is the C-line working out ?
49	Transit	Transit strategies are so important for making out streets safer and more accessible for people like me who bus, bike and walk every day.
50	Transit	Residential streets or side streets? Main community corridors/bus routes are residential streets.
51	Transit	What commitments does the plan have to increasing signal priority for BRT and light rail to make them operate faster?
52	Transit	Where does supporting more "Highway BRT in-line stations" fit in this plan? Technology or Transit. Do you see Highway BRT coming to I-94? Does the city have leverage to tell MnDOT how to use its ROW or highway travel lines in the city of Mpls?
53	Transit	Is the Nicollet-Central streetcar being converted to an aBRT line?
54	Transit	How about a bold idea? Underground subway.

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55	Transit	Will this plan inform City's legislative priorities and help make Mpls delegation champions for transit, for example, bonding for B & D lines?
56	Transit	The TAP seems agnostic to streetcar. What is going to happen with streetcar? Will Minneapolis continue with planning and constructing a streetcar line?
57	Transit	I didn't see any Transit action items calling out improving access to the Upper Harbor Terminal or adding "Highway BRT in-line" stations on I-94 in North Minneapolis. What does this group think of improving transit access to UHT and adding highway BRT in-line station on I-94 in North Minneapolis? Are there good reasons for leaving out of this plan at this time?
58	Transit	Perhaps...Highway BRT in-line stations is covered in Action 2.7...but it is unclear
59	Transit	How about an elevated metro?
60	Transit	Why doesn't the TAP propose removing buses from Nicollet Mall to create a pedestrian and bike street?
61	Transit, Bicycling	How does the plan propose to balance the limited right of way along commercial/transit corridors where there is a demand for on-street parking, bus only lanes and bike facilities?
62	Walking	Will you provide more shelter from inclement weather for pedestrians?
63	Walking	How were the streets in the Pedestrian Priority Network determined?
64	Walking	A PPN makes a lot of sense but is there a mechanism or process for improvements outside the network?
65	Walking	How can the city make progress towards clearing snow on the Pedestrian Priority Network?
66	Walking	If the city won't make all signals automatic recall even in a pandemic with a state of emergency declared and knowing COVID can be transmitted by touch (and that people with disabilities and people who are elderly are both more at risk from COVID and more dependent on the timing allotted by actuated signals), how can we trust the city to take either VZ or Complete Streets seriously?
67	Walking	Walking during the winter is currently quite bad because the City relies on property owners to shovel, which is inconsistent. why does the plan propose that the City take on clearing sidewalks along the Priority Pedestrian Network?
68	Walking	When will Minneapolis address accessibility barriers per the Americans with Disabilities Act (ADA), which has been in place for 30 years? For example, when will Minneapolis replace pedestrian ramps and fill sidewalk gaps?
69	Walking	Does the TAP say anything about implementing more durable and highly visible crosswalk markings? Most crosswalks appear to be painted with latex, which doesn't last very long.

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70	Walking, Bicycling	For pedestrian priority networks and bike crossings would the city be widely implementing raised crosswalks like those widely using in countries like the Netherlands?
71	Walking, Bicycling	Currently, a kid walking or biking to Green Central from 33rd and Stevens has to navigate either 31st or 35th streets - both have narrow sidewalks, high traffic volumes, and frenzied freeway entrances. A pedestrian crossing at 33rd or 34th street would be a for those students and families. Is there any plan to build a pedestrian bridge over 35W between 31st Street and 35th Street?
72	Walking, Bicycling	Will Diamond Lake Road east of Nicollet get a full pedestrian evaluation and update? It has become much more car-oriented in the last ten years since the 35W upgrade. The upgrades promised at that time were never completed. Major entry and corridor to green space (Pearl, Diamond Lake Park). Design not consistent with Vision Zero. Will it have a new designation? Lower speed limit? Narrower roadway? Bumpouts at intersections?
73	Walking, Bicycling	What are the plans to provide winter maintenance for the Pedestrian Priority Network and the All-Ages, All-Abilities Bicycle Network?
74	Walking, Transit	Highway 55, including Hiawatha Avenue and Olson Memorial Highway, are awful places to walk. Yet, the TAP proposes adding BRt, supporting the Blue Line extension and leaving the car-oriented divided highway. Why can't we work towards making these roadways better for people?

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Online Open House 2

Comment #	Topic	Comment
1	Bicycling	For bicycling #3, are we going to have a citywide policy regarding greenways so that every decision (such as diversion placement or parking removal) won't have to be litigated in council/public works meetings? I'm worried that every action in this topic is going to be a block-by-block fight with local residents unless there is a citywide policy.
2	Bicycling	How are alternative cycles being considered in designs of streets? Different turning radius being key difference not being built into the designs. There are quite a number of trikes (recumbent) riders in our city today not to mention hand-cycles and an increase in all-weather cycles such as velomobiles. These styles of cycles are not part of the illustration.
3	Bicycling	I am interested in knowing if velomobiles are considered since they will have one of the largest turn radii, quickly followed by trikes with two wheels in front.
4	Bicycling	On the AAA map, how can we tell if a proposed bikeway is a protected bike lane or a neighborhood greenway? Is there a photo galley of examples of each?
5	Bicycling	Do we know what the protected bike lanes will look like (vs. greenways)? Are there renderings or pictures of examples available?
6	Bicycling	The TAP mentions making improvements to some (but not all) of the existing bike boulevard miles. Is there a map or a list to describe which bike boulevards will see improvements?
7	Bicycling	The plan mentions support for Minneapolis Public Schools providing universal bike education, which is excellent. Would it make more sense for the City's staff who work on this to be Public Works Staff, Health Department Staff, or some other approach?
8	Bicycling, Walking, Transit, Additional Comments	FYI I'm not commenting because "public meetings" aren't safe spaces for me, and your website doesn't feel like a safe space for me, either. You are missing my pro-bus, pro-bike, pro-walk voice in the comments you are receiving because of your website design. I am certain I'm not the only one.
9	Freight, Technology, Additional Comments	I strongly support the city's nation-leading Complete Streets policy and the proposed freight, green infrastructure and shared mobility updates.
10	Additional Comments	How are we revising the plan to social distance and/or make safe for future pandemics?
11	Additional Comments	Thanks for hosting this! You are awesome and I'm thankful for the future of our city you're helping to make happen.
12	Additional Comments	Does the statistic that streets cover 22% of the City include alleys?
13	Additional Comments	When we say that this plan has to be adopted, does that mean that the Minneapolis City Council approves it, or does it involve the State legislature?

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14	Additional Comments	I really like the TAP and was so thankful to see many great ideas and goals put forward by this plan. After the sudden drop in car-trips due to Covid-19, will the City be recalibrating any of the goals in the plan? What was visionary two months ago seems under-ambitious in comparison to recent shifts.
15	Additional Comments	Yes, thank you everyone! this was very helpful!
16	Additional Comments	Thanks for your response on this. To put a finer point on this comment/question: it's likely that when people return to work downtown, there will be more flexibility in scheduling post-COVID, and possibly also efforts to stagger staff and avoid having office at 100% capacity throughout the day. The idea that everyone needs to arrive at 8am and work on-site until 4:30pm might be adjusted enough that peak demand is reduced, even after we return to normal. Thanks again to everyone who worked on this event!(I really like the TAP and was so thankful to see many great ideas and goals put forward by this plan. After the sudden drop in car-trips due to Covid-19, will the City be recalibrating any of the goals in the plan? What was visionary two months ago seems under-ambitious in comparison to recent shifts.)
17	Additional Comments	What role does possible additional revenue streams fit in funding this plan? For example, raising city gas taxes (if that is even possible) given the MN legislature unfortunately failed to do so.
18	Additional Comments	All of you have great responses to these questions. I cannot thank you enough.
19	Additional Comments	Does the TAP provide a way for a neighborhood to ask for a low-cost pilot for a superblock setup? Referring to the superblocks being done in Barcelona's urban planning.
20	Additional Comments	Thank you all for your amazing work! Keep it up!
21	Additional Comments	In terms of the transit mode share goal, where do car share memberships like HourCar or ZipCar fit into meeting the goal of "3 out of 5" trips using mode share? Would taking Lyft or Uber meet that goal?
22	Additional Comments	Are we looking at putting in the carbon impact into the discussion for different design options as well? We talk about level of service, costs and times-lines yet I don't hear measurable climate impacts. If a few designs helps achieve the multi-modal goals, the project should showcase that improvement.
23	Street Operations	Which streets will be car free, pedestrian only by 2030?
24	Street Operations	Street Operations, strategy 5. The speaker said it included the other side of the curb due to competing demands... what does this look like?
25	Street Operations	How will the city eliminate level of service? What will this mean in practice? Do traffic engineers at the city agree with this? what instead will be used to evaluate general purpose traffic operations?

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26	Street Operations	How feasible is street operations section 5.7 (congestion pricing)? This is a crucial element of the TAP to increase equity, reduce emissions, and improve If parking is employer-provided or cheap, as it often is, there are few barriers to driving. This strategy should be coupled with strategy 5 (extend curb pricing) so that it is financially disadvantageous to drive. We need to make it cheaper to take transit or bike/walk than to drive in order to meet our 2040, climate and safety goals.
27	Street Operations	How is the plan being reconsidered now that we see higher speeding and more deadly crashes occurring with the COVID restrictions? How does it re-prioritize any of the strategies?
28	Street Operations	What is the average revenue per block (or per-meter) from a block with metered parking? How much revenue would the City potentially gain by expanding metering to another 30-60 miles of streets? (That would still be less than 10% of the City's total streets.)
29	Street Operations, Additional Comments	Where can we get the data that shows the geolocation of traffic signals that were automated to support COVID-19? (Meaning they automatically align with traffic signals and pedestrians don't have to push the button).
30	Street Operations, Additional Comments	How can residents help accelerate the conversion of County 4-lane streets to 3 lanes? These changes would be such a welcome improvement for safety and comfort of people walking and biking and would make driving a little simpler too.
31	Technology	Yes, to more charging infrastructure. Especially for renters/multi-unit housing residents.
32	Transit	How will the plan address streetcar? The plan does not directly address streetcar.
33	Transit	What other types of transit advantage treatments will the city use on streets (beyond bus lanes and transit signal priority)?
34	Transit	TRANSIT: The tap shows a walkshed for transit. What does this mean? What "teeth " does the city have to do this? Will the city be funding Metro Transit service hours in the future to expand transit frequency?
35	Walking	Walking action 4.1: we need dedicated winter sidewalk maintenance provided by the city. It can't be up to individual property owners who may be absentee landlords, disabled or unmotivated. We should add gas tax and/or congestion pricing charges and plow all sidewalks all winter.
36	Walking	Walking actions 2.3 and 2.4: we should ban right turn on red in most contexts and eliminate all existing slip lanes. Slip lanes are car infrastructure. Removing LOS is a very welcome change!
37	Walking, Bicycling	Can you talk more about how winter walking and rolling will be improved in the plan?
38	Walking, Bicycling	Hi Everyone! How does the City of Minneapolis Walking Routes for Youth map fit into the Transportation Action Plan? Will infrastructure improvements continue to be prioritized on it? Or do

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		the All Ages and Abilities Network and the Pedestrian Priority in TAP replace it?
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Comment #	Topic	Comment
1	Bicycling	In the 27th Ave NE bikeway scheduled to go from Marshall St NE/Mississippi River east across University Ave NE to Central Ave NE (and beyond)?
2	Bicycling	<p>The plan is great in so many ways (focus on social equity, carbon footprint, health, enjoyment) and the pursuit of a network of neighborhood greenways.</p> <p>A shortcoming, for micro mobility in particular, is that everything proposed is incremental with off-the-shelf approaches. There is nothing bold and game changing. I would like to see a commitment to creating a network of bicycle highways that offer the same level of service at the Midtown Greenway, including going through downtown and ringing downtown. Can that be included as a new Strategy under Bicycling?</p>
3	Bicycling	(I prefer busy thoroughfares to bike on because there are fewer stops.) To what extent can the City remove as many stop signs or improve light timing along bike routes to reduce accidents and encourage bike use along those routes?
4	Bicycling	Will the protected bike lane on 27th Avenue NE continue from Marshall St NE/Mississippi River and continue across University Ave NE to Central Avenue NE and beyond?
5	Bicycling	<p>The most dangerous moments I've faced as a cyclist are when I've had to transition from/to protected/shared pathways to/from operating as another vehicle operator in the street. Generally, the motorized vehicle drivers around me don't know what I'm doing, and when there is this uncertainty, both they and I have trouble predicting behavior.</p> <p>I'm happy to provide specific examples, but having talked to other cyclists, this isn't just something which I have had issues.</p>
6	Bicycling	Can we make sure new bike lane maintenance (snow/parking/painting) is equal to new bike lane construction? (Otherwise it creates more problems than it resolves.)
7	Bicycling	Biking: I work near Hennepin Ave S. where a new bike lane was put in with no protection from cars. The TAP lists it as a Connector route. Does that mean it will get improved because traffic speeds have increased, and traffic is scary close to Lake St?
8	Bicycling, Walking	For Climate, Safety, Equity, and Mobility, I'm disappointed that there's no provision for winter snow/ice clearance of sidewalks and bike lanes. (Biking and walking are carbon-free; electric vehicles aren't, because electricity from the grid isn't.)
9	Bicycling, Walking	What will the TAP do to prioritize two game-changing capital projects, the extension of the Midtown and Great Northern Greenways over the Mississippi River?
10	Bicycling, Walking	How will the all ages all abilities bike network and ped priority network be maintained in the winter? Is there a committed plan for

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		snow removal on the sidewalks? Is there a plan to purchase machinery that will remove snow from separated bike lanes? Right now, the street plows can't fit in a protected lane, but they do push all the worst salt and rocks in. Without a dedicated plan & funding for snow removal these are not all access for a significant portion of the year.
11	Design	Regional cities like Duluth and Fargo are taking these measures to improve shared access to alleys. I really wish Minneapolis would carefully consider this. (Christian Huelsman (unverified) asked "Please bring alleys into the scope of the street design guide. Excluding them from our vision for the next ten years would be a great opportunity missed.")
12	Design	Can we get the city to consider food resiliency in street design, planting trees and providing gardening spaces (especially for those who lack yards) that provide a buffer as climate instability spirals?
13	Design	Design Strategy 2 – Vibrant Places for Street Life - very exciting! I strongly support!
14	Design	Can we make sure that any street design choices that protect people outside cars from people inside cars come out of CAR budgets, not walk/bike budgets?
15	Design	How can we make sure that our street design is not just fighting with the most privileged neighbors and property owners, but actually centers equity? Not measuring AQ seems like a missed opportunity for gathering data that can help explain why we need to allow freer flow of private vehicles downside streets, to keep them off of bus routes/community corridors/high density residential corridors
16	Design, Street Operations	Please make the streetlights timed to make the roads safer and not increase traffic.
17	Design, Street Operations, General	Why is there not a section for sewer and stormwater? As a pedestrian, cars are the number one problem, trucks number two, and drainage number three (only because winter isn't the whole year!).
18	Design, Walking	Will the Street Design Guide apply to streets that aren't part of the PPN? I'm thinking about curb cuts within the S. Mpls residential grid. Would those be covered by the ADA Transition Plan?
19	Freight	For Freight: Can we get stoplights timed better for freight and all traffic? Can we encourage delivery trucks to pull out of the center of the road and park in a space rather than blocking bike or car lanes when there is commonly space available to park?
20	Freight	Freight: are we pursuing methods to limit the length of delivery vehicles in the city? Delivery vehicles over 55' are already illegal without a permit, but right now we do not enforce that.
21	Freight	How does our Freight plan encourage bicycle couriers and discourage over-sized vehicles?
22	Freight	Why are you making deliveries more difficult for businesses?

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23	Freight	Will this plan benefit car/truck drivers in anyway? Lots of people do need a vehicle for work- trade people etc.
24	Freight	Follow up to Freight: delivery trucks are commonly blocking when streets WHEN there is ample parking on the curb. Why is this legal?
25	Freight, Walking	How can we have truck routes on our pedestrian priority networks, even in the short term? Trucks and walking is incompatible, and while I'd suggest overnight use, most of the PPN is where lots of people live, especially renters/vulnerable people, so that wouldn't work well either as routes (just destinations).
26	Additional Comments	Plan is not fiscally constrained, but can it advise the City on what funding and lobbying priorities are needed to carry out the plan? I think it should! :)
27	Additional Comments	How has Minnesota weather informed your plan? Nice fall and spring days people would be more willing to walk/bike/wait for bus. But really hot or cold days, days with bad weather...people will want a car instead.
28	Additional Comments	Why doesn't the TAP mention that Minneapolis owns & manages thousands of parking stalls in municipal ramps and lots? Doing so encourages people to drive private automobiles particularly downtown where walking, biking, and transit should be the priority.
29	Additional Comments	Hello- I would like this plan paused until we know the whole COVID impact on transit. It would be like going forward with a pre-9-11 airport design. No one is wanting to go on buses or trains now. Downtown office may never be as packed again as many people are finding they can work for home all the time or more frequently, if they are lucky enough to be employed. Plans to congestion price seem almost laughable as we need people to support businesses in all areas of the city. Private cars are the safest way (virus wise) to travel right now. This has always been true for immune compromised people. The anti-basis car in this plan is unfortunate and now with this crisis not the correct path for the city. I would like a new plan to allow for more and easier deliveries and make it easier for school buses to navigate side streets (34th Ave and 54th being a great example off a street made too narrow for buses and delivery trucks). One thing I support- We can correct the streets identified as high injury if we do it in a way without making traffic worse.
30	Additional Comments	How are you coordinating with St. Paul and surrounding first-ring suburbs on transportation planning? Are there plans in place to coordinate shared efforts?
31	Additional Comments	Is there any way for neighborhood orgs or other community stakeholders to fund and construct tactical improvements (eg crossing enhancements or road diet studies) if those improvements are aligned with the future TAP?
32	Additional Comments	What happens next in the timeline?

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33	Additional Comments	How do some of the road closures in place for social distancing meet or foreshadow solutions for TAP's goals
34	Additional Comments	<p>In an April 12 Strib article about the Twin Cities putting off major projects and policy changes, this quote appeared: “It’s nice to want to change the way things happen, but we don’t have the luxury of promoting change at this point,” said Minneapolis City Council Member Lisa Goodman. “We have the responsibility to make sure we provide the basic services of the city.”</p> <p>As a resident I feel that the TAP is a response to urgent ongoing public safety issues and that it should remain a top priority, especially in light of COVID-19 and its impacts.</p> <p>Can you address whether Council Member Goodman's attitude is echoed by the City Council in general, and how it is affecting your work on the TAP? Are you confident that the project can move forward? (I sure hope so!!!)</p> <p>https://www.startribune.com/minneapolis-and-st-paul-forced-to-table-big-projects/569569832/?refresh=true</p>
35	Additional Comments	Thank you all so much for working on this. I'm now in Saint Paul, but I loved my time in Minneapolis, and I noticed my experience as a cyclist (despite things that could still be better) improve over my time there. Thank you for your past and continued work.
36	Additional Comments	My understanding from 2040 meetings was that the TAP would be part of how land use changes are implemented, and that therefore, it's on the TAP to remove high volumes of private vehicles from high-density corridors, for basic public health and equity. The TAP seems in opposition to the Comp Plan in this regard. Please explain?
37	Additional Comments	Will city budget cuts impact your plan?
38	Additional Comments	I'd like to see the removal of the request for increased enforcement funding from the plan. How will you address concerns that increased enforcement will just continue to disproportionately impact communities of color and potentially keep many community members from feeling they can safely engage in multimodal forms of transit.
39	Additional Comments	One thing I've noticed, and I need to read the TAP more thoroughly (!), is that the TAP doesn't seem to a super-flexible document able to respond to crises like COVID that we know will become more frequent and more intense in the next ten years as climate breakdown intensifies. This seems to make the document already nearly obsolete or at least not as helpful for critical times like now. Is it possible to reorient towards a less linear plan?

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40	Additional Comments	Will there be any improvements to 311 to make it easier/better to report issues? Currently it feels like reports go into a black hole.
41	Additional Comments	Since we're dropping LOS (yay!!!!), can we use metrics like air quality to help guide decisions?
42	Additional Comments	Will the City move away from using concrete, given its extremely high CO2e emissions, its resource limitations (sand extraction), and how difficult it is to repair it without a lot of waste?
43	Additional Comments	In conjunction with redesigning Park and Portland to be safer, what is Hennepin County's response to this since Park and Portland are county highways? Does Minneapolis have jurisdiction within it's borders?
44	Additional Comments	Most "arterials" are high density residential, lots of renters, lots of senior housing. How can we make them more equitable, instead of treating renters' lungs as buffers for wealthier and fewer residents on side streets (with no LOS improvements, even for private vehicles).
45	Additional Comments	How will we ensure the changes proposed in this plan get funding?
46	Additional Comments	Can you talk more about how you will hold partners like MnDOT and the county to TAP plans, seeing at they own many of the most dangerous roads around the city
47	Additional Comments	Air quality helps us understand basic equity, given renters along "arterials"(Since we're dropping LOS (yay!!!!), can we use metrics like air quality to help guide decisions?)
48	Additional Comments	Is this aspirational or practical? If aspirational, why are we not lining mode share shift up with science? Why are we limiting our dreams based on county ignorance?
49	Additional Comments	Can someone speak to the process of implementing these changes, as far as engagement? Currently it seems like there is a lengthy engagement process before any designs are finalized and construction can be started. While obviously engagement is important, it does seem to hold up the process and does not allow for fast action where it is sorely needed, both for safety and the short timeline we have to address the climate emergency.
50	Additional Comments	Thank you all for your amazing work on this project!
51	Additional Comments	Our city staff (who are awesome! thanks to all of you doing this event and your colleagues!) seemed to have to scramble to respond to COVID. How will the TAP set them up to be able to respond much more quickly to emergencies like this, which we know will increase in frequency (even if we don't know what or when they will be)?
52	Additional Comments	Given likely budget issues arising from COVID and the lack of a competent state/federal response, how does the TAP allow for low cost and very rapid changes to our streets?
53	Additional Comments	We could get cars off a highway in ten years--they're on wheels.

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54	Additional Comments	Crises like COVID (as a subset of our climate crisis) have been relatively predictable for many years--I'm concerned that it's taken COVID for us to see this and I wonder how we are going to respond to this not just reactively (as we have so far) but proactively, learning from it in HOW we plan.
55	Additional Comments	Can we reorient TAP to be less linear and more based on and responsive to exponential shifts as they happen?
56	Additional Comments	Are funding requests to achieve TAP goals only to the City of Minneapolis or is there also County and state aid assisting in these goals? Does the TAP outline the funding sources, or does that come later?
57	Additional Comments	Thanks to all staff working on this! Can't imagine it's easy and your work is deeply appreciated!
58	Additional Comments	It seems that mode share shift plans out of alignment with current science of what's necessary for addressing climate breakdown--how can we get those aligned in a way that keeps up with science, rather than relying on politicized votes?
59	Street Operations	Are street operations where non-transportation uses of our public right of way come in? For example, storage of private property, sidewalk cafes, gathering spaces (especially in light of COVID).
60	Street Operations	If the curb is priced, will it be available for all users, or will there be a requirement of being able to afford to own a car (and have a license) to take advantage of that subsidized privatization of public space?
61	Street Operations	I live near Hiawatha Avenue, which is a dirty, noisy, and dangerous highway. Does the TAP envision making it less of a freeway and more of a street that encourages walking, and biking?
62	Street Operations	How do we get private vehicles off our major community corridors/bus routes/residential areas? I understand that many are county roads (and therefore aspirational and require conversation), but streets like Hennepin and Nicollet still prioritize cars over basic equity and safety and health.
63	Street Operations	With most people driving cars, why is this so plan so anti-car? Can't we have safer streets with making it harder to get around?
64	Street Operations	Has the City of Minneapolis expressed any interest in highway removal with MnDOT? For example, from earlier question of Highway 55 (Hiawatha Ave south of downtown) becoming a street versus highway. Also, the 394 extension into the downtown from 94 to N Washington Ave?
65	Street Operations	How are we treating alleys as publicly funded public right of way in terms of accessibility, signage, and intersections?
66	Street Operations	Is the goal to eliminate private cars entirely?
67	Street Operations	Is the city exploring more flexible paving materials, i.e. those which can be laid and maintained without heavy equipment? While pavers offer problems for wheels, they also increase groundwater absorption and are much less wasteful, able to be reused when

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		they need repair--how can we use these for part of our right of way?
68	Street Operations, Design	Street Operations/ Design: Studies have found that one-way streets encourage fast moving traffic and are not good for businesses. Does the TAP envision getting rid of some major one-way streets like Park/Portland, Lake/ Lagoon, University/ 4th Ave, or most downtown streets?
69	Street Operations, Design	<p>How can we designate alleys as legitimate public space and as shared streets? They are already used by people on foot and by bike, yet they are only engineered for motorists.</p> <p>Our availability of public space is bountiful throughout the city, yet we do not give better access to those spaces for non-motorized use. Many cities have taken measures to give naming devices to select alleys, often in downtown or commercial districts. This action can help to encourage people to take additional ownership and investment. Designation as shared streets would help to reinforce that these spaces are people, not just cars. Finally, naming devices and shared street designation can finally give legitimacy to diverse uses in alleys (housing, business, etc.) with actual addresses. These measures would help to promote more flexible land use, prioritize neighborhood safety, and give a different perspective to how we may influence creative subdivision of lots for new construction.</p>
70	Street Operations, Design	<p>Please bring alleys into the scope of the street design guide. Excluding them from our vision for the next ten years would be a great opportunity missed.(Christian Huelsman (unverified) asked "How can we designate alleys as legitimate public space and as shared streets? They are already used by people on foot and by bike, yet they are only engineered for motorists.</p> <p>Our availability of public space is bountiful throughout the city, yet we do not give better access to those spaces for non-motorized use. Many cities have taken measures to give naming devices to select alleys, often in downtown or commercial districts. This action can help to encourage people to take additional ownership and investment. Designation as shared streets would help to reinforce that these spaces are people, not just cars. Finally, naming devices and shared street designation can finally give legitimacy to diverse uses in alleys (housing, business, etc.) with actual addresses. These measures would help to promote more flexible land use, prioritize neighborhood safety, and give a different perspective to how we may influence creative subdivision of lots for new construction.")</p>
71	Street Operations, Design	Narrowing city streets would encourage safer uses and vehicle speeds. I would encourage use of more semi-permanent materials for narrowing vehicle domain and to provide more space of walking and biking. These measures should be taken to produce quick results and ramp up to permanent narrowed roadways. How can

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		we focus upon having the purchase of smaller fire trucks that can navigate narrowed streets?
72	Street Operations, Design	How can City's resurfacing program be reimagined, so streets don't get redone just as they are today? Seems like cost savings can happen when we address changes when we're doing planned maintenance work. How can this be baked into the plan?
73	Street Operations, Walking, Bicycling, Transit	<p>Thank you, PW Team. This plan, overall, is AMAZING.</p> <p>I support the elimination of the use of vehicular level of service in future street planning. (Street Operations Action 3.2)</p> <p>The Cities most dangerous streets are owned by Hennepin and MnDOT. Please hold County and State transportation partners to the same high standards set by the Transportation Action Plan. (Plan as a whole)</p> <p>I strongly support the 2030 mode shift goal of having 3 out of every 5 trips taken by walking, biking or transit. I encourage the City to go further and increase this goal.(Street Operations Strategy 6)</p> <p>Winter sidewalk maintenance should be prioritized. Sidewalks should be accessible year-round. (Walking Strategy 4)</p> <p>I support completing the All Ages and Abilities Network as soon as possible. (Biking as a whole)</p> <p>As a transit rider, I support the rapid expansion of high frequency transit and transit only lanes. (Transit as a whole)</p>
74	Technology	Can we get old technologies? I've moved both older and newer hand-trolleys by foot for miles across Mpls and there's a HUGE difference in the technologies each employs. We've lost knowledge in our car-dependency. How will the city help us recover and spread that knowledge?
75	Technology	Can we pre-ban AVs? They're far from being able to handle winter conditions, let alone people walking and using wheelchairs, and seem to entrench the dangerous racism that drivers express in their driving towards Black and Brown pedestrians in particular.
76	Technology	Can we address the structural racism of AVs?
77	Transit	Yes, for transit! Can the plan set a target that a trip is as fast, or faster, than a car - in line with other peer city's systems that achieve 25% transit ridership?
78	Transit	TAP should target bus wait times of 5 minutes or less - in line with other transit in other regions that actually achieve 25% transit ridership. Can the plan do this?
79	Transit	Can we set as our 2030 transit mode share goal something like where we were at in the 1930s + 10%?

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80	Transit	Can you talk about the pilot bus transit lanes on Nicollet Ave by Eat Street this last fall?
81	Transit	Is the 15-minute interval on the high-frequency network the best we can hope to accomplish? True high frequency would be 5 minutes.
82	Transit	Transit: Buses and LRT are too slow through downtown Minneapolis. What does the TAP say about making transit a more appealing option there?
83	Transit	It's me--I think it was upwards of 30%. Cars are on wheels. We can easily move them off bus routes, physically at least.
84	Transit	Will the City work with the Park Board to allow transit on our parkways, instead of private vehicles? Will they support them if it requires higher level changes?
85	Transit	Can we push metro transit to retrofit their newer buses for windows that open?
86	Walking	Is there a way to remove all Walk buttons?
87	Walking	Can we please get rid of "beg" buttons? It is so frustrating to: 1. get to a button something like 3 seconds after the window to get a walk signal (and have to wait for a complete cycle), 2. to maneuver either on a bicycle or around obstacles (such as snow that hasn't been shoveled) to the buttons.
88	Walking	Is there a way to spend as much money as we spend on sidewalk cracks to spend on snow/ice removal in winter?
89	Walking	The TAP doesn't say anything about the fact that the City plows streets and alleys for cars. It does state that the City will plow bike lanes. It doesn't commit to clearing sidewalks- even on the Priority Pedestrian Network. Why?
90	Walking	I missed the first part of the presentation--was the placement of curb ramps at storm drains addressed? It's dangerous to make people using wheelchairs and walkers and canes (and with balance issues) go up and down inclines where we direct water, especially when those get icy over and over again during freeze/thaw conditions (i.e. daily in winter with climate change)
91	Walking	Between Lake St. and 38th St. there is an 8 block stretch on Hiawatha and Minnehaha Aves without a PPN crossing. I believe that this is the longest stretch of highway in Mpls. without a safe pedestrian crossing. I hope you will consider extending the 35th St. stretch of the PPN to fill this gap, ideally connecting to Longfellow Park.
92	Walking	Ban the Beg Button!
93	Walking	Is it true there are placebo walk buttons? If so, can we please remove them?
94	Walking	Can we talk about basic sidewalk design and water flow? It appears that sidewalks are not designed to drain in winter conditions in particular.

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95	Walking	I'm concerned about lack of acknowledgment of winter conditions for walking and using wheelchairs, let alone realistic plans since sidewalks don't drain and since virtually all properties drain across sidewalks.
96	Walking	The TAP does not have an action or strategy for the city to remove snow and ice, even on the PPN. Our current system is not working well. Could there be an action or strategy added to at least consider a pilot to understand needs and find ways to do so on the PPN?
97	Walking	City inspectors do NOT seem to understand what clear sidewalks are NOR does it understand that snow/ice get redeposited from cars driving over it (curb cuts), from awnings/roofs, and from freeze/thaw.
98	Walking	I'm particularly concerned about intersections where city plows pile up snow that blocks pedestrian access. This winter I believe that the city began clearing these piles with bobcats, at least in my neighborhood. I hope that this is a permanent and widespread strategy. It was an amazing improvement.
99	Walking	Healthy streets allow for easy and frequent non-intersection crossings--how will we support this?
100	Walking	Benches are fundamental pedestrian infrastructure--with an absence of these in the new layout for downtown Hennepin, I'm very concerned that without these being seen as non-negotiable, racist and classist property owners can co-opt our public space and punish all of us, especially those who need breaks while walking.
101	Walking	When we talk about an X minute walk from stuff, can we acknowledge that our paces vary with age and disability, as well as with season? Even as someone who walks a lot, I have to adjust my pace (and how long it takes me to get places) in winter because 90+% of sidewalks aren't cleared to be able to walk as I do in the summer (and I've fallen and gotten whiplash from this before).
102	Walking	We need public restrooms as a basic part of walking infrastructure, if we care at all about equity. We're hearing about "gig" workers who're denied restaurant restroom access right now, forced to pee between cars. Same with people using parks. Same with unhoused people, pregnant people, elderly, children, people with various mental health issues, those who care for children, etc.--all denied full public space access when restrooms are not around.
103	Walking	Will we have APS at signalized LRT intersections? Those seem to be the ONE place signals make sense, but no APS at LRT intersections downtown.
104	Walking	Walking: The recent Americans with Disabilities Act (ADA) Transition Plan found that Public Works doesn't have comprehensive data about accessibility barriers on sidewalks, street crossings, etc. Does the TAP say anything about this including when that info will be gathered and analyzed?
105	Walking	Is there a maximum distance between legal (and safe) crossings on dangerous streets?

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106	Walking	Will PW work with CPED to change things that deeply impact our ROW, like awnings (drop snow in the middle of the sidewalks) and drainage (currently goes across barely sloped, often settled sidewalks)?
107	Walking	Pedestrians are the eyes and hands of the city--what's being done to empower us to help public works with things like drain socks that aren't removed by contractors?
108	Walking	Walking: I live near E. 38th St. and take the bus to work. That street is narrow and doesn't have a grassy boulevard to store snow. So, plows push newly fallen snow back onto the sidewalk even after people have shoveled. Does the TAP address ways to better plow or remove snow from streets with narrow sidewalks?
109	Walking, Bicycling	Given the current COVID-19 environment, with no foreseeable return to normality in sight, is there still time to tweak this plan to err on the side of providing more pedestrian/bicycle space for social distancing?
110	Walking, Bicycling	Can we also talk about WALKING AND BIKING LOS?(Air quality helps us understand basic equity, given renters along "arterials")
111	Walking, Bicycling	Given changing weather conditions and our variable climate, will we have emergency response protocols to prioritize walking/using wheelchairs/biking? For example, clearing PPN before roads (or making it clear that all roads are shared streets for the time between plowing streets and clearing sidewalks)? Also deeply reducing driving on AQI warning days?
112	Walking, Bicycling, Street Operations	I'm concerned about the complete lack of oversight for detour signage companies--they cannot be reported to 311. I'm also concerned by how much of our budgets for events like Open Streets are to deal with illegal and dangerous driving. How can we stop punishing people walking and biking for the misbehavior and aggression of drivers?
113	Walking, Bicycling, Transit	Will Minneapolis adopt the common-sense "colored asphalt" design approach to differentiate bikeways from walkways and roadways? How about "continuous sidewalks" to make it clear that pedestrians and bikers/cyclists have the legal right-of-way at intersections?

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Open House 1

Comment #	Topic	Comment
1	Walking	Drivers need to pay close attention to peds in all crosswalks and those at roundabouts with crossing lights. Need more bike paths trails with parks, so bikers can have a better ride.
2	Walking	The PPN and the truck route network CANNOT be the same! Your goals for winter maintenance are pathetic and will RUIN all your goals. If you don't get it right- you have to add more and do more.
3	Walking	Unclear what "pedestrian priority network". Is It places that need work on the primary walking routes? 29th Ave and 24th St to ped network (both now bike boulevards). Make use of existing plans created by neighborhoods to address detail. Lobby to make sure MnDOT includes funding for quality pedestrian facilities in all their projects.
4	Walking	Where are the white pedestrian stripes on all of the non-signalized intersections on N 1st St? Where are they? Lonn Koranda gave me some stupid answer that the drivers don't know where to stop, then some school bus answer. Try this overseas since it doesn't work. We don't have ten years for him to retire. Take a look at a pelican intersection in the U.K. Approximately \$250 fine for at least one tire on the intersection markings.
5	Walking	Major crossings need to be designed in a way that makes it clear to drivers, that they MUST STOP. They don't stop now when given the choice, so take away the choice.
6	Walking	Need skyways that start at the edges of downtown and create a flow to downtown. Longer skyway hours and consistent hours for a complete system. Nicollet Mall should be bus free.
7	Walking	Will the city fund winter sidewalk clearing? Can city provide ped lead time at signalized intersections? Low the [pedestrian] network! Can we build this out in/an equity and climate framework?
8	Walking	Improve winter walking and rolling* My concern is that sidewalks are not being cleared in the winter. I believe the city needs to step in and clear sidewalks where that fails to occur. Ticketing for non-compliance is only part of the answer, vacant houses, elderly residences etc. require another approach.
9	Walking	Ped priority network should include all safe walking routes for youth and also mesh well with Minneapolis 2040 built form map for denser zones.
10	Walking	Strategy 4: Improve snow removal and reduce salt usage! Salt is bad for the environment and our lakes.
11	Walking	Absolutely crucial- your most important issue. I think your greatest areas of potential growth are in walking and the nexus with transit. Also, significant emphasis on crash reduction and elimination. I applaud efforts in this area, in-particular.
12	Walking	Review pedestrian signalization at Washington and Nicollet. Paint as many legal crosswalks as possible with all a goal.

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13	Walking	City should not clear sidewalk but fix broken enforcement system instead (snow). More mid-block crossings in areas with lot of destinations on both sides of street.
14	Walking	Winter maintenance priority network by city. Priority network good, but we must ensure it isn't the same as the freight network.
15	Walking	Maintain transit stops in the wintertime for people in wheelchairs. Sometimes the snowplows cause snow bumps that make it impossible for people in wheelchairs to get around.
16	Walking	4- improve winter walking --> prioritize snow removal on at least the pedestrian priority network within 36-48 hours of snowfall, like for plowing. If we really want to increase pedestrian safety and walking trips, we need to prioritize ability for pedestrians to use the sidewalks safely!
17	Walking	Add Lyndale Ave N between 7th St N and Glenwood Ave N to walk/ped priority network plan. Improve county roads with sidewalk issues ASAP: Franklin Ave, Lowry Ave NE. Work with Lauderdale, MnDOT to add pedestrian bridge from Broadway St NE over Highway 280 to Roselawn Ave- bike connection as well.
18	Walking	Hiawatha is very difficult to cross and unpleasant to walk along. Cedar is another barrier. More three lane streets!
19	Walking	Please coordinate with MPRB to ensure park-adjacent sidewalks and transit stops are cleared in a more timely manner. Some of the worst winter sidewalks in my neighborhood are those next to Lake Hiawatha Park and the Minnehaha Creek trail (not the trail itself, but sidewalks on MPRB land).
20	Walking	Priority network is skewed to south Minneapolis, more attention needs to be paid to north routes; reduce auto lane widths and number to free up space for wider sidewalks; 100% ADA compliance; reduce vehicle speed limits to improve crosswalk safety; 25% target should be considered bare minimum; remove on-street parking universally to improve visibility; PLI.
21	Walking	The pedestrian priority network looks like it would change my life dramatically for the better. As a pedestrian along Lyndale, Hennepin and downtown. I hope the city can see the realization of this vision with Hennepin County.
22	Walking	I'm pleased to see the plan recognize mid-block crossings as important for the pedestrian network. I hope crossings at 'T' intersections are also seen as important for pedestrian safety.
23	Walking	Actual year-round walkable sidewalks even in the winter, clear of ice and snow. Ban right turns on red. Tall curb cut snow mounds are hard to navigate and refreeze cycle which will be more common as our winters change.
24	Walking	I would love to walk more, but there are few destinations within walking distance. Need better snow clearance in winter. Municipal snow clearing for pedestrian priority network. Ban right turns on red in the pedestrian priority network.

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25	Walking	Need more detail about winter maintenance- can city clear this network? More midblock crossings- best thing about Hennepin Ave between Lake and 31st. Sidewalk inventory is a must!!
26	Walking	Strategy #4 (winter): How? Sidewalks are currently impassable for anyone other than the very able-bodied because of ice. Excessive salt is not the right answer.
27	Walking	Sidewalk snow and ice continues to be a major problem. We need to address uncleared sidewalks, plow dumping mountains of snow on curb cuts, lack of drainage and refreezing on both. Sidewalks and curb cuts. We need city to plow the pedestrian priority network.
28	Walking	I highly support all 8 strategies that are listed. I encourage staff to go further on strategy 4 and consider city-implemented clearing of the pedestrian priority network.
29	Walking	I love so many things here (right turns on red should be banned, as should beg buttons), but the snow clearance portions seem weak. Can we get municipal clearance at least on the ped network? The current model isn't working and adjustments to it won't cut it.
30	Walking	I strongly support the efforts to improve walking conditions via the pedestrian priority network! This is a great way to make walking safer, more joyful and [---] in Minneapolis. The focus on improving pedestrian connections across barriers is so important! Critique: please add specifics on winter sidewalk maintenance!! We need clear, quantifiable goals for vastly improving sidewalk clearance. Proactive [---] [---] [---] municipal clear of priority network!
31	Transit	Roundabouts need to fit into a streets design and not vice-versa, so peds crossing have right of way to cross and not get run down.
32	Transit	24-hour bus lanes on ALL transit routes- not just downtown but through, to all dense neighborhoods and beyond (to truly beat traffic). Bus stop winter maintenance- needs to be addressed.
33	Transit	Show priority treatments on B, D, E lines
34	Transit	Work with Metro Transit, including providing funding, to implement BRT letter lines in the Nicollet-Central and West Broadway-Washington corridors ASAP. Implement bus lanes on Hennepin downtown upon completion of that project.
35	Transit	Increase frequency of lower volume "feeder" bus routes
36	Transit	When a train hit a motor vehicle, does the driver get cited? Again, another joke in this country. The narrowing of the intersection in the North Loop only slowed down the snowplows and not the traffic.
37	Transit	Is there a plan to couple improvements that save Metro Transit time/resources with re-investment in more service within Minneapolis? i.e.- Create a virtuous cycle that re-enforces the transit advantage investments that Minneapolis will make

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38	Transit	Get buses off Nicollet, move to Marquette. Light rail must be safer. Several of our condo friends have stopped using the light rail due to "fear". Several of our friends have moved from downtown because they realize that safety is a larger issue to us than it is to city leaders.
39	Transit	Will the city and Metro Transit clear bus stops in the winter? I love Metro Transit!
40	Transit	More info on E and D light rail lines.
41	Transit	BRT is delayed by snow/ice. More LRT/underground. Transit should be 30%!
42	Transit	Interested to see how Minneapolis priorities can align with Metro Transit to the mutual benefit of both. I'd like to see greater emphasis on Transit Oriented Development (including Minneapolis advocating for more of this along the trunk transit system outside of the city) and on safe routes to transit. I'd like to see a dedicated fund for that last item.
43	Transit	Fix map to reflect upcoming changes to Kmart site (Nicollet and Lake should be transit/bike only), maybe even all the way downtown- Nicollet Mall extension to Lake St. Use city funding to pay for transit when state/county/Met Council aren't stepping up. BRT on Lyndale. Re-route 4/ Lyndale, A BRT to Lyndale Ave S of 31st St.
44	Transit	ALL THE DEDICATED* TRANSIT LANES *YES!!
45	Transit	Love the transit plan. Support higher frequency on urban core and crosstown routes. 30-minute frequencies should be bumped up to 15-minute or less in city limits. Bus lanes are awesome!
46	Transit	More frequent, reliable service is #1. Secure bike parking with transit stations. Bus only lanes are great!
47	Transit	Improve east-west connectivity; shift emphasis from downtown commuter (wealthier white male) to business needs (everyone else); make sincere attempts toward car free streets (bus only lanes and bike/micro); bus only lanes only count if they are 24/7, not just rush hour!; 1/2 mile is too far to walk for many people, prioritize shifting down to 1/4 miles (Transit Oriented Development-necessitated).
48	Transit	Is the plan for increased frequency and speed to absorb increased ridership? I ride a crowded bus every morning and again every night (17).
49	Transit	All the dedicated bus lanes everywhere. Connect with Hennepin County for county owned streets.
50	Transit	We need to expand transit options like BRT. Would love to have this in NE: more than just the E line. How can we make transit free?
51	Transit	Keep expanding transit priority network- taking the bus should be just as fast as taking a personal vehicle. Give buses more signal priority. Remove parking to make more bus only lanes.

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52	Transit	You don't address: 1. That people are rejecting transit. Transit ridership is down 25%. 2. That the Met Council forecasts no money for most of what you are planning.
53	Transit	yes #1. Please yes all of them.
54	Transit	Yes, to bus lanes., signal priority. Transit needs to be faster.
55	Transit	I highly support all listed strategies. I would encourage more bus only lanes and a streetcar on Nicollet Mall.
56	Transit	Free fares, please! All of the time for everyone. Why building familiarity leaders can [---] with immigrants and NNS? Can we educate nonwhite people in how to use the bus too?
57	Transit	24/7 bus lanes on major corridors. Please focus on arterial or real BRT over stuck-in-traffic streetcars that don't fully serve the community and are vastly more expensive and time-consuming to build. The 75% coverage goal is laudable and should not be compromised. Minneapolis needs to work much more with Metro Transit and should contribute to funding operations, too. Tax rideshare rides to support operations, like Chicago. Prioritize access to high-quality transit in all parts of city, while maintaining local service.
58	Technology	Rapid transit should be the way of the future! Street cars for Nicollet Mall?
59	Technology	Add a congestion charge to TNC trips in downtown similar to Chicago (also differentiate between single passenger and shared ride).
60	Technology	Please no automated vehicles- there's no business case. Please adopt "best-fare" policy
61	Technology	We need to push Metro Transit towards MAAS, and integration with other services.
62	Technology	Electric cars still pollute! Most particulate matter pollution comes from brakes and tires.
63	Technology	Help improve accuracy of transit mobile apps.
64	Technology	AV technology is too dangerous to be included (AV that works only does so on closed tracks i.e. - freight rail); include electric assist bike more than EV (pollution is brake and tire dust, not just exhaust); data-sharing is a must for accountability; shared fleets (car2go, Lime, NiceRide etc.) is a good idea when coupled with vehicle taxes for individual ownership.
65	Technology	Yes! Make space for scooters.
66	Technology	Would love to see more flexible car-sharing like Car2Go. Action 2.6! Also want to see more small-scale electric vehicles on the road, like scooters, e-bikes, etc.
67	Technology	Bring back Car2Go type service to allow more people to not have to own a car.
68	Technology	mobility hubs
69	Technology	Electric vehicles are still cars. De-emphasize this.

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70	Technology	Do not give AV companies free and limitless access to the city and its streets. Set standards when allowing companies to test AV's and emerging technologies! You, the city, own the curb space and streets, eliminating LOS is great; transit signal priority and [---]. PLEASE improve transit priority on Nicollet Mall. Very poor.
71	Street Operations	Share the road. Transit riders have more of a need to be on the street than cars. They do not take up street space for parking nor do they need parking ramps for parking. Crosswalks are there for a reason.
72	Street Operations	Love # 2! Winter maintenance via complete streets- without addressing 6 months of our year, you are most assuredly going to fail your amazing mode share shift goals.
73	Street Operations	Ensure that bike lanes and/or sidewalks don't disappear when streets are narrowed for reconstruction- remove car lanes first
74	Street Operations	What about one-way, three-lane streets (University, 4th, E Hennepin Ave, 1st NE, Lake, Lagoon)? Is there a plan to get rid of those?
75	Street Operations	Want car-free downtown. Want to ban any new parking facilities. Want car -free streets on Blaisdell, Nicollet and 1st. No cars on the re-opened Nicollet. Please make paths around the lakes 2-ways. Less parking, more pick-up/drop-offs.
76	Street Operations	The city needs to take responsibility for snow clearance on sidewalks if we actually want to achieve a functional All Ages and Abilities Network and achieve ped/bike/transit mode goals. At a minimum, the city should clear the ped priority network.
77	Street Operations	To reduce driving, we need to do more than making alternatives easier- we need to make driving harder. Via dis-incentives, taking away space dedicated to cars, etc.
78	Street Operations	Improve Lake/Midtown station by increasing maintenance and cleaning. Improve comfort of Nicollet Mall. Buses stopping and going are so loud- move buses to different street or muffle the sound.
79	Street Operations	I think all signals adjacent to schools and parks should have automatic pedestrian signals. I live near Lake Hiawatha Park, the light on 28th Ave S and 44th St only allows pedestrians if they hit the beg button.
80	Street Operations	Take vehicle lanes away from private automobiles; reduce vehicle lane widths; reduce vehicle lane speeds; 100% ADA compliance; remove on-street parking and replace all surface parking lots; for cross sections requiring light signals switch to near-side signaling; PLI; reduce reliance on salt/sand mix for winter plowing
81	Street Operations	Ban right turn on red. Clear curb cuts during winter. Remove existing curb cuts, consider changing for better pedestrian experience. Strongly support price and manage use of curbs and space in general. Focus on other users.

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82	Street Operations	Would like to see street design that intentionally slows vehicles, rather than focuses on getting them through quickly. Need to focus on signal placement to discourage drivers from blocking the box. All new reconstruction projects should give priority to protected bike lanes, transit lanes and being a comfortable place to walk. We need better operations to meet our climate goals. Ban right turn on red.
83	Street Operations	Prioritize pedestrian travel time when looking at light/crossing timing. Where there is on street parking/storage- make sure it includes all modes (cars, bikes, scooters, etc.). Ban right turns on red.
84	Street Operations	Signal timing priority for transit.
85	Street Operations	1.1 Can we also make it more enforceable? Yes to 4-to-3 lane conversions! All the rest, yes.
86	Street Operations	This is all great! Complete streets is vital to [---] a safer future. We need to totally re-envision our street [---] and GoMPLS sets us on the right road.
87	Freight	Hennepin Ave. reconstruct for people and buses and not for truck deliveries. Put truck deliveries elsewhere!
88	Freight	Reduce the legal size of trucks allowed in the city. The truck route network cannot be the pedestrian network.
89	Freight	Please add/require truck guards on side of trucks so people don't get swept under. Please separate walking and freight network. Please ban large trucks from the city. Please require delivery companies to use zero emission vehicles.
90	Freight	Freight should be delivered to key locations at night, delivered to specific locations by bike.
91	Freight	Time-restricted deliveries to keep delivery vehicles off street during peak hours.
92	Freight	Design streets so narrow that massive delivery trucks CAN'T access in neighborhood streets. Change fees that discourage big trucks. The freight network= pedestrian network= dead people.
93	Freight	More urban consolidation centers! What is the radical thinking that we will have to have to meet increased freight needs and keep community safe?
94	Freight	Accommodate freight, but don't encourage growth of it (improve local business district incentives, starve out Amazon); remove on-street parking for loading areas to prevent blocking of bike and bus lanes; refuse highway widening, advocate for highway reductions; reduce allowable truck and fleet vehicle sizes on city streets.
95	Freight	Smaller freight vehicles. Put people first, default to people. Consolidate delivery locations, have smaller vehicles for end delivery.
96	Freight	Would like more urban consolidation centers. Smaller delivery trucks too! Promote small electric freight vehicles.

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97	Freight	Consider limiting times for deliveries. Look at ways to limit individual deliveries, rather have locations where people can walk to pick up packages.
98	Freight	Try to prevent trucks from parking in bike lanes for loading/unloading
99	Freight	Smaller delivery vehicles. Delivery by bike. No truck parking.
100	Freight	More emphasis on freight rail. Issues- safer and AM [---]- environment/safety. NE Minneapolis in [---] with freight trains [---] hazmat. Central Ave is going to have so more trucks/ AM- are we ready?
101	Freight	I highly support the listed strategies.
102	Freight	Is there anything in here about delivery modes? Central neighborhood pick-up places?
103	Freight	Don't let trucks park everywhere! I strongly support zero emissions truck conversion ---> especially delivery trucks/short-haul. Truck emissions are absolutely horrible and deadly. More and smaller trucks.
104	Design	Make signs- signals where cars can see them and adhere to them. A ped light is there for a reason. Bikes and ped modes can work together- now make car owners do the same.
105	Design	If you want only 40% trips by car- then only 40% of a street's right-of-way should be given to cars! The rest: transit/bike lanes, wider sidewalks, green? That's just sensible math. Bus lanes now!
106	Design	More trees please. 10 ft. travel lanes please. No more new car infrastructure. Repair and maintain and retire only. Put the rest to bike/ped/freight/transit.
107	Design	More trees and malls like Nicollet Mall.
108	Design	Less pavement. Less parking. Huge possibilities with the public right-of-way.
109	Design	Improve the visibility of lane markers for cars to improve safety. Consider more durable/sustainable materials for streets to mitigate potholes.
110	Design	Absolutely prioritize design over enforcement to prevent wide violations in the first place.
111	Design	I would like to see the city commit to removing 3-lane one ways outside downtown. Uptown and Saint Anthony Main (plus Portland and Park) should not be treated as highways.
112	Design	Ban right turns on red. Stop letting individuals remove bike share stations or pedestrian improvements
113	Design	Would like to see design focused on lowering traffic speeds rather than raise them. Prioritize design for small-scale vehicles like scooters and e-bikes. Create protected lanes for non-automobiles.
114	Design	No slip lanes. Follow complete streets in design guide. Where there is on streetcar storage there should also be bike storage. More bumpouts at midblock crossings. Greenery- yes please!
115	Design	Sidewalk and curb cut, alley drainage, it is not working, especially in winter. Bumpouts, narrow lanes, easier crossing for pedestrians.

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116	Design	Explore texture crosswalks to support everyone, including people who are blind.
117	Design	Yes
118	Design	Yes! Vision Zero is vital. The city desperately needs to fund Vision Zero projects, in addition to just the plans. I really support seeking exceptions and variances to standards that conflict with Vision Zero. This section is so important, and I support 100%.
119	Bicycling	Parks need to expand out for bike riders. Richfield just completed a 4-year project to widen sidewalks that includes bikes and walkers, both- we do not worry about the sidewalks not getting shoveled in the winter.
120	Bicycling	The speed limit for cars should be 20mph, then everyone would feel a lot safer on many more streets.
121	Bicycling	34th Ave from greenway to Lake- consider 33rd Ave instead. - Access to schools, daycare facilities - Wider street (2-way vs 1-way, 34th) - Signalized crossing at Lake St
122	Bicycling	Remove "flexipost" bollards as a protected bike lane option. They don't provide any meaningful protection, even before they get run over and not replaced.
123	Bicycling	Make use of existing plans created by neighborhoods to work on the details.
124	Bicycling	Airport, from terminal No. 2 to Delta hanger, I walked and was made fun of by one of my school instructors. Yep, what a joke. People don't want to live here listening to this [explicit]. What is the fine for a motorist hitting a pedestrian? Is this a felony?
125	Bicycling	Minneapolis biking is terrific compared to most cities of its size. I ride every day and am pleased with the bike lanes.
126	Bicycling	Will the city fund winter bikeway clearing? Can we get a north-south greenway? Biking north-south is terrible. Can we re-time traffic lights on bicycle movements/speeds, rather than car speeds? Can we set "don't block the box" for cars?
127	Bicycling	I think the road which runs through Minnehaha (Falls) Park should be made a dead end for auto traffic and bisecting it with a barrier that allow bikes to ride through using the road. Secondly, speed limits on the west (and all) river roads should be dropped to 20mph. At major crosswalks, add illuminated signs for cars to stop for ped in crosswalk.
128	Bicycling	38th St should have protected bikeways. 38th east of Hiawatha has the lanes, should be protected.
129	Bicycling	Move residential routes to less busy street bike lanes.
130	Bicycling	Bike infrastructure should always be protected. Paint is not infrastructure. No sharrows!! The goal should be 15%!

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131	Bicycling	There should be a program to help families buy cargo bikes. This could help move the dial for family biking and make it more accessible. They are very expensive and out of reach for most families. Lyndale, Lake, Nicollet and all other corridors with retail, housing and other destinations need to feel safe to bike on. Their absence from the map is not acceptable if we want Minneapolis to be a real bike city.
132	Bicycling	The priority network IS the freight network. That undermines your policy goals.
133	Bicycling	I like having scooters available on Nicollet Mall and Lake/Midtown area.
134	Bicycling	Better signal detection where push buttons don't exist. Examples: Riverside and Franklin, 20th Ave and NB 18th at Como, 6tg Ave SE at University and 4th- can't always reach these buttons in winter. Less construction allowed to close bike lanes for equipment storage.
135	Bicycling	Secure bike parking facilities. Shrinking streets, salt and sand, and lighting are problems in winter.
136	Bicycling	Crossing Hiawatha in south Minneapolis is harrowing at best. My daughters will go to Sanford Middle School in a couple years, less than 2 miles from our house, but there is no safe crossing at Hiawatha. Could we add bike signals at the big intersections (38th or 42nd maybe).
137	Bicycling	Prioritize protected bike lanes rather than bike boulevards; remove on-street parking universally to improve safety and visibility; 10% target should be considered bare minimum; reduce vehicle speed limits to improve parallel travel safety; switch to near-side signaling at cross-sections; decouple bike lanes from trunk routes; de-emphasize park trails; improve east-west connectivity
138	Bicycling	Seeing the city designate Hennepin Ave as a walk, bike, and transit corridor has me hoping the city follows through. While the city will abandon LOS, will it work to change the county?
139	Bicycling	Implement concrete durable bollards, no more plastic. Paint infrastructure isn't enough. Understand the pros and cons, faster implementation.
140	Bicycling	We need to better connect protected bike lanes to park board trails. We need real physical infrastructure to protect cyclists, not just plastic sticks. Complete Great Northern Greenway connecting north and northeast.
141	Bicycling	Protected bike lanes- cannot just be plastic bollards- must be curb separated to be all ages and abilities. City managed winter maintenance of the all ages and abilities network.
142	Bicycling	General: Make biking safe enough for little kids and all ages.
143	Bicycling	Yes, to all these bike lanes. Yes, to protected bike lanes. Curb protected, not bollards.
144	Bicycling	All mobilities- what about snow/ice?

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145	Bicycling	I am extremely excited about the draft network of protected bike lanes. I would love to see the addition of a better protected connection from downtown to Whittier. I also highly support making the lake trails 2-way.
146	Bicycling	The focus on year-round maintenance of the A.A.A. Network is key! I strongly support creating the network. Sweeping and snow-clearing the network is absolutely vital. All bollard "protected" bike lanes must be eliminated, as I believe is in the plan. I strongly suggest that be a priority, whether concrete-curbs on sidewalk-level. We also need traffic signals at places like 5th St NE/SE and 1st Ave NE and too hard to get across 1st!
147	Additional Comments	Construction projects need to be a concern for how people are moving on the bus route streets etc.
148	Additional Comments	This all is about having common courtesy for each other on the road
149	Additional Comments	Policies are good if the needs are met
150	Additional Comments	Thank you for coming together to re-construct your policy to bring it up to today's needs for both transit people, bike riders and cars. All in one design.
151	Additional Comments	You have 20+ well-trained grass inspectors for homes and lawns- you need the same # for sidewalk clearance (and they must be trained- "clear down to bare pavement") is the rule, clear sidewalks now.
152	Additional Comments	Transit share should be higher. Should strive to capture more commuters and lesser trips from outside of the city.
153	Additional Comments	Thank you for all of the wonderful work that you do!
154	Additional Comments	80% reduction of GHG emissions by 2050 is unacceptable, 100% is required. The earth cannot wait.
155	Additional Comments	The online comment system is not welcoming. Doesn't let you link to right plan. [---] to type name/contact on every comment. Also needs an "other".
156	Additional Comments	Winter maintenance on all.
157	Additional Comments	The NIMBY's are out in force...
158	Additional Comments	The goals of the are great. The devil, as always, will be in the details.
159	Additional Comments	Plan for the city of the future, cars aren't the future.
160	Additional Comments	Love this bold plan!

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161	Additional Comments	You don't talk about the impact of this on the majority of travelers who drive.
162	Additional Comments	We need to take of people first. Houses for the homeless first! Before spending money on UHT pavilion or protected bike lanes- house the homeless!
163	Additional Comments	The direction of plan is great.
164	Additional Comments	Separation of modes via notably different priority networks would be ideal.
165	Additional Comments	This plan is absolutely fantastic as a vision for Minneapolis! Thank you so much for your work on this stuff. Please prioritize winter maintenance of sidewalks for peds and also actively supporting transit operations, funding, etc.
166	Additional Comments	There should not be major reductions in mobility for the majority of people to change travel only a tiny amount. Or for ideologies that are rejected by most people because they don't work for them. We need to concentrate [---] to create travel change. More bike lanes, more buses won't create travel change- only land use change will. I wrote this way because your form was designed specifically not to take feedback about the need to drive, which shows the slant of the public input process.

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Social Media

Comment #	Topic	Comment
1	Walking	Get your #gompls comments in by this Friday! Wondering what to ask for in this already pretty great plan? We recommend telling the City it's time they took responsibility for clearing some sidewalks in the winter.
2	Walking	I urge the City I urge to revise the plan to include an action or a strategy to figure out what it would take to actually make our city walkable in the winter by removing snow and ice from sidewalks.
3	Walking	How can we designate alleys as legitimate public space and as shared streets? They are already used by people on foot and by bike, yet they are only engineered for motorists. Our availability of public space is bountiful throughout the city, yet we do not give better access to those spaces for non-motorized use. Many cities have taken measures to give naming devices to select alleys, often in downtown or commercial districts. This action can help to encourage people to take additional ownership and investment. Designation of alleys as shared streets would help to reinforce that these spaces are people, not just cars. These measures would help to promote more flexible land use, prioritize neighborhood safety, and give a different perspective to how we may influence creative subdivision of lots for new construction in alleys.
4	Walking	The City clears roads for cars, but not sidewalks for people. Tell your council member it's time to try something new.
5	Additional Comments	The draft Transportation Action Plan follows from @Mpls2040 still based on an increasingly-obviously-false model predicated on fundamental climate denial (lmk if I'm missing something). At some point we need to be realistic and responsible in our planning.
6	Additional Comments	I finally got around to submitting feedback on the Transportation Action Plan. I commented on specific sections, but also sent this note about the plan as a whole. Overall, I'm cautiously optimistic about #gompls. (shared screenshot of comments submitted online)
7	Additional Comments	I'm really looking forward to living in the @CityMinneapolis that's defined in the #gompls plan. Thank you to everyone who is working hard to make it a reality! We know it isn't easy.
8	Additional Comments	#GoMpls is the visionary Transportation Action Plan that @CityMinneapolis needs. In fact, every city needs, to be more equitable and sustainable.
9	Additional Comments	The transportation sector is a major contributor to greenhouse gas emissions. While the MPLS Transportation Action Plan draft isn't perfect, there's a lot it gets right when it comes to climate. #gompls
10	Additional Comments	Also, huge kudos to all of the staff who made this plan happen. All the data and engagement and planning that goes into a plan like this is incredible. You guys are all stars. ... I know I'm late to the party but WOW! The #gompls plan is getting me HYPED for the next decade for Minneapolis streets. I just want to comment Smiling face with heart-shaped eyes on specifically these public space actions!!

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11	Additional Comments	<p>This weekend, Minneapolis released a draft Transportation Action Plan, also known as #GoMpls. It's exciting and ambitious. It will lay a foundation for every decision that Mpls makes about its streets and shift the city away from mass auto-mobility. For transit, the plan has the challenge of committing to things that are actually under the control of Metro Transit. But the city lays out a proven strategy. Set a ten-minute standard for high frequency, expand access to that service, and design city streets to support it. I think the main issues I have with the plan are about implementation. In a couple areas, I wish the plan used tighter language to...</p> <ul style="list-style-type: none"> - Rule out protected bike lanes protected by bollards only. - Rule out streetcar projects for critical corridors in favor of LRT or aBRT.
12	Additional Comments	<p>#Minneapolis is setting an ambitious goal of getting 60% of the city's transportation done without private cars. As part of its larger climate goals, Minneapolis' Transportation Action Plan seeks to expand public transit and non-car options. #GoMPLS http://go.minneapolismn.gov/draft-plan</p>
13	Additional Comments	<p>#GoMpls Plan put people first. And elevates @visionzerompls</p>