

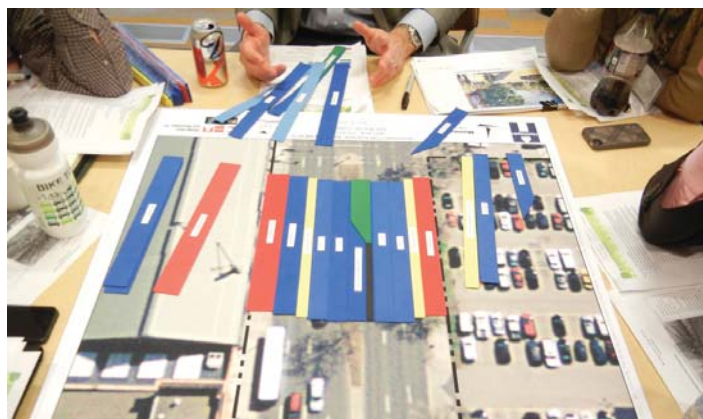
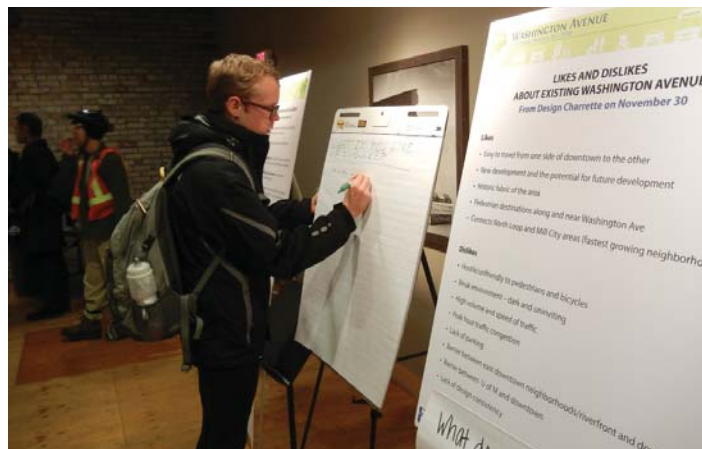


## SUMMARY REPORT

### Public Involvement - Part 1

October 2012 thru December 2012

- **Charrette 1** (of 2)
- **Public Meeting 1** (of 2)
- **Survey** (Online & Public Meeting 1)





## SUMMARY REPORT - Outline

**Section 1** - Project Overview

**Section 2** - Charrette 1

**Section 3** - Public Meeting 1

**Section 4** - Survey (Online and Public Meeting 1)

**Section 5** - Summary of Key Findings & Next Steps

### Appendices

Appendix A - Handouts and Display Boards

Appendix B - Comments from Public Meeting 1

Appendix C - Comments from Survey Monkey

Appendix D - Alternatives from Charrette 1







## PROJECT OVERVIEW - Community Engagement

### Purpose

Hennepin County, in coordination with the City of Minneapolis, is developing a design concept for Washington Avenue between Hennepin Avenue and I-35W. Stakeholders are being engaged to create a design concept for Washington Avenue that provides a safe, effective, and beautiful corridor for pedestrians, bicyclists, transit, and vehicular traffic. Reconstruction of the portion of the corridor from Hennepin Avenue to 5th Avenue is scheduled to begin in 2014. There are no plans to reconstruct Washington Avenue between 5th Avenue and I-35W at this time. However, the design concept plan will provide design guidance as future projects are identified and as funding becomes available. The process for developing the design concept is currently underway and will be completed in early 2013.

### Two Rounds of Design Charrettes & Public Meetings Planned

The first round of meetings, held on November 30th and December 4th, focused on developing alternatives and a future vision for Washington Avenue. The second round of meetings, expected in February, will focus on further development of the design concept, with particular emphasis on the landscaping and streetscaping aspects of the design. The first round of meetings had three primary components: (1) a design charrette or workshop with key stakeholder organizations, (2) a public meeting, and (3) an online survey.

### Round One Summary of Key Themes

The key themes that emerged from Charrette 1, Public Meeting 1, and the Surveys were:

- Greening the corridor was highly valued by most participants.
- Improving the pedestrian environment through providing wider sidewalks, improving sidewalk conditions, creating shorter crossings, and providing features such as lighting and benches was a desired feature.
- In all 3 venues, 15' or more of pedestrian realm was a priority.
- Adding a bicycle facility (bicycle lane, cycle track) was a desired feature on Washington Avenue or a parallel street.
- Providing better connections to and across Washington Avenue was considered an important tool in connecting the river and downtown.
- Maintaining peak hour traffic flow was considered important by some participants from all 3 venues.
- Retaining on-street parking was considered to be a desired feature for a future Washington Avenue by public meeting and survey respondents, but was not considered necessary by most charrette participants.
- In all 3 venues, the single most desired characteristic for a future Washington Avenue was high-quality landscaping with an improved pedestrian realm and streetscaping elements.
- Further redevelopment of the corridor would be welcomed and is expected in the future. Embracing the historic character of the corridor while supporting future development is also considered important.

### Future Vision for Washington Avenue

A general consensus for Washington Avenue is a green corridor with a high-quality pedestrian realm, bike facilities, good connections across the avenue, full development with some on-street parking, and reasonable traffic flow.





## CHARRETTE 1 - Summary

November 30, 2012

### Purpose

A design charrette (workshop) regarding the Washington Avenue project was held on November 30, 2012. The purpose of Charrette 1 was to involve representatives from key stakeholder organizations in the development of a long-term design concept and design options for Washington Avenue that would be presented to the public for further discussion at a public meeting on December 4th.

### Date & Location

Friday, November 30, 2012

1:00 pm to 5:00 pm.

Minneapolis Public Library - Doty Room

### Attendance

Stakeholder groups that were invited to participate in the charrette included:

- Downtown business organizations (Downtown Council, Downtown Improvement District, Downtown Transportation Management Organization, Building Owners and Managers Association, Meet Minneapolis and East Downtown Council)
- Bicycling organizations (Minneapolis Bicycle Coalition, Bicycle Alliance of Minnesota, Minneapolis Bicycle Advisory Committee and Hennepin County Bicycle Advisory Committee)
- Pedestrian organizations (Minneapolis Pedestrian Advisory Committee and Minneapolis Advisory Committee on Persons with Disabilities)
- Neighborhood organizations (Downtown Minneapolis Neighborhood Association, North Loop Neighborhood Association, Mill District Neighborhood Association and representative homeowners associations)
- Public realm organizations (Metro Transit, Minneapolis Riverfront Partnership, Park Board, Guthrie and Vikings)
- Representative property owners and managers along Washington Avenue

### Format & Next Steps

Approximately 30 stakeholder representatives worked together in large and small groups to identify important elements for inclusion in a future Washington Avenue design and to develop a number of alternatives for how Washington Avenue might be designed.

A second charrette process, involving a design workshop and a public meeting, will be held in February 2013 to further develop the design concept, with particular emphasis on the landscaping and streetscaping aspects of the design.

## CHARRETTE 1 - Current Conditions Exercise

November 30, 2012

### Description & Outcomes

This exercise asked meeting attendees, "What do you like or dislike about Washington Avenue as it exist today?" The following comments were received:

#### Likes

- Good through corridor for traffic
- Possibilities for new development (3)
- Can be used as an example, make compatible with peds, bikes, etc.
- Historic fabric of the area
- Pedestrian destinations
- Connects North Loop and Mill City areas (fastest growing neighborhoods)

#### Dislikes

- Hostile to pedestrians/unfriendly/poor pedestrian experience (5)
- Bleak
- High volume and speed of traffic/ peak congestion (3)
- Links/connections needed (I-35W Bridge)
- Hostile to bikes
- Parking needed
- Need to calm traffic and incorporate bikes
- Barrier between east downtown and downtown/riverfront/U of M (4)
- Lacks design consistency
- Incomplete street (different abilities and modes)



## CHARRETTE 1 - Visioning Exercise

November 30, 2012

### Description & Outcomes

This exercise began with a detailed introduction of the many components of a street design that contribute to its quality and character. Then, each participant was given three note cards and was asked to write down a single desire or vision for Washington Avenue on each card. The following comments were received:

#### Landscaping

- Landscaping—green space (plantings, boulevard trees, plazas, public art, benches, small parks)
- Sustainable “green” street
- Add a double-row of trees between the sidewalk and motorized traffic, along with green space between peds and traffic. This is more important than green space at the medians.
- Green space: enjoyable, beautiful place(s) that make this street a destination where people want to be and feel safe
- More vegetation
- Green space moved to the side of streets and much more added—ped lighting at sidewalk level
- Trees, and/or seasonal plantings (ex: hanging flower baskets)
- Pocket parks, inviting plazas and other gathering spaces
- Trees, grass
- A continuous tree canopy, with trees in the medians as well as along the sidewalks
- Significant, impactful greening all the way down Washington Ave
- More trees/flora
- Wider, greener sidewalks
- Greening in median/boulevards and park at Hennepin/Washington (water quality improvements in design)
- Landscaped boulevards
- Substantial greenery
- Trees and greenery
- Washington Ave looks dark and uninviting. Clean up the area.

#### Development & Redevelopment

- Housing (condos and apartments) above the retail and other buildings
- Higher density development for all income levels
- Even more retail and restaurants
- Give it a greater feel of a community. Grocery store- more shops
- More retail
- More business—restaurants, shops, etc.

#### Pedestrian Facilities & Crossings

- Easier crossings for peds
- More people on the street
- Narrow distance from one side of the street to the other—for safety
- Pedestrian boulevards: attractive, spacious places for walkers to be
- Shortened ped crossing using bump-out curb cut protected areas
- Easy, interesting to cross
- Slower traffic and narrower pedestrian crossings

## CHARRETTE 1 - Visioning Exercise, Continued

November 30, 2012

### Pedestrian Facilities & Crossings, Continued

- An “intelligent” street that uses phone app technology and social media to enhance the experience of pedestrians
- Walkways over Washington Ave
- Widen I-35W bridge to accommodate pedestrians, bikes, new buildings (land bridges)
- Enough space dedicated for peds, cyclists
- Wide landscaped sidewalks that would increase number of pedestrians
- Better pedestrian facilities (wider sidewalks, safe roadway crossings, shade and pleasant surroundings)
- Wider sidewalks buffered with green space
- Wide sidewalks with large, appropriately planted street trees
- Wider sidewalks
- Wider sidewalks with bike lanes between pedestrians and vehicles, and with more sidewalk-oriented commerce at the base of buildings

### Connections/Gateways

- Washington is the seminal connector from the University to north Minneapolis as it skirts downtown and the river. This is the definition of potential for a grand street. Washington should be a grand boulevard comparable to Champs Elysees in Paris
- Like a boulevard in Paris—traffic, but also a lively sidewalk scene, places to shop, bars and restaurants and cafes for drinking and eating
- Inviting to stroll
- Maintain the “gateway” between 35W and 394 accesses
- Physical gateway at Portland to announce it is the way to the Mississippi
- Washington should be a green spine with connectors from the river to the CBD
- River walk (water quality improvements), pedestrian crossings crossing Washington to the Mississippi
- Numerous penetrations north/south to connect to riverfront, with easy to understand signage

### Bicycle facilities

- Add a separated, enhanced bike facility (cycle track) to move bikes safely and efficiently—keeping them out of vehicle lanes and off of sidewalks
- Add a curb and green space buffered cycle track. This will make the street more bike friendly obviously, but ALSO more pedestrian friendly, because right now roughly half of bicyclists use the sidewalk
- Bicycles separated from cars and pedestrians
- A bicycle “cycle track” to encourage all levels of bike riders a safe route between downtown and the west bank U of M district
- Better and safer bicycling accommodations (adequate and consistent bike lanes)
- Protected bicycle lanes
- Cycle track lanes—separate, protected lanes
- Dedicated bike lanes

### Street furniture, lighting, public art

- Design attention to fixtures/surfaces, plantings, etc.
- Better signage to area attractions
- Well lit and well signed connections from Washington to the downtown core
- Signs as plaques that would identify historic elements

- Public art
- River-themed creative/artistic bike racks and bike/walk signage (supporting ped/bike and connecting to river theme)
- Better lighting

## Multi-modal

- Multi-modal including pedestrians and bike
- Accommodates principal modes (peds, bikes, vehicles)
- Multi-modal transit for pedestrians, bikes and cars
- Welcoming for transit (well-designed bus stops and ped environment; effective and reliable operations)

## Vehicular traffic

- Slower traffic
- Fewer traffic lanes, 7 to 5, less traffic
- Curves in the road to slow traffic down
- Narrow the travel lanes from 13' to 10' or 11' so that the traffic moves a bit slower (when not congested), and to reduce the pedestrian crossing distances
- Washington should be designed to calm traffic and enhance pedestrian experience
- Constant traffic which is fine, however enforcement of speed and making certain that it is not a drag strip during the summer
- Less commercial truck traffic and fewer buses
- Build a non-stop access ramp for eastbound Washington to 35W north
- Improve traffic flow
- Free flowing traffic

## Parking

- More cut-outs for parked cars (to keep traffic lanes open)
- Continue to reduce surface parking lots
- More off-street parking



## CHARRETTE 1 - Priorities Exercise

November 30, 2012

### Description & Outcomes

This exercise gave charrette attendees the opportunity to indicate how they would prioritize project improvements. Each participant was given 5 poker chips to place, in any combination, into seven categories. An individual could put all of his/her chips in one category, if desired. A total of 146 chips were used by the participants in this exercise. The categories and the number of poker chips received by each is listed below:

- Connections to river/downtown and pedestrian crossings of Washington Avenue: 35 (24%)
- Bicycle facilities: 31 (21%)
- Pedestrian facilities: 25 (17%)
- Landscaping: 22 (15%)
- Street furniture, lighting, public art: 19 (13%)
- Traffic lanes/turn lanes: 12 (8%)
- Parking: 2 (1%)



## CHARRETTE - Alternatives Exercise

November 30, 2012

### Description

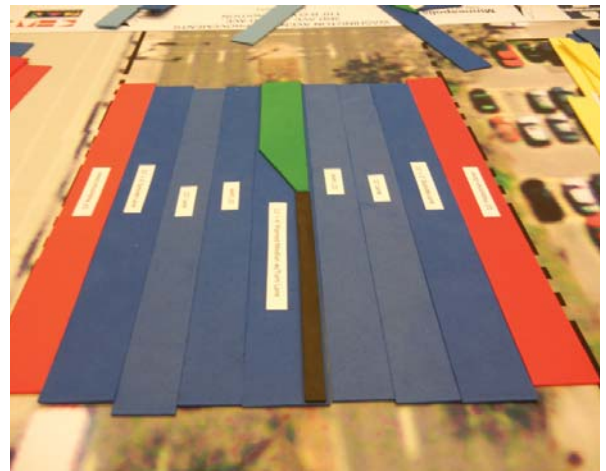
This exercise gave charrette attendees the opportunity to explore a variety of alternative roadway sections and to propose one or more sections for 3 different scenarios: a 110' ROW with two through lanes in each direction and left turn lanes, a 110' ROW with two eastbound and three westbound lanes and left turn lanes, and a 120' ROW with two through lanes and left turn lanes. Individuals were assigned to small groups with 1 representative each from a downtown business organization, a bicycling organization, a pedestrian organization, a neighborhood or residential property representative, a parks and public realm representative, a property owner or manager, and a transit organization representative. Each table was given a scaled aerial and scaled 'strips' representing various cross-section components. When a roadway alternative was established that met the approval of the group, a landscape architect captured the alternative by sketching a section of the proposed layout. All of the alternatives developed are included in the appendix and a summary is included on the next page.

### Project Givens & Design Guidelines






Below is a description of the project givens and design guidelines that were given as the starting point for the alternatives.

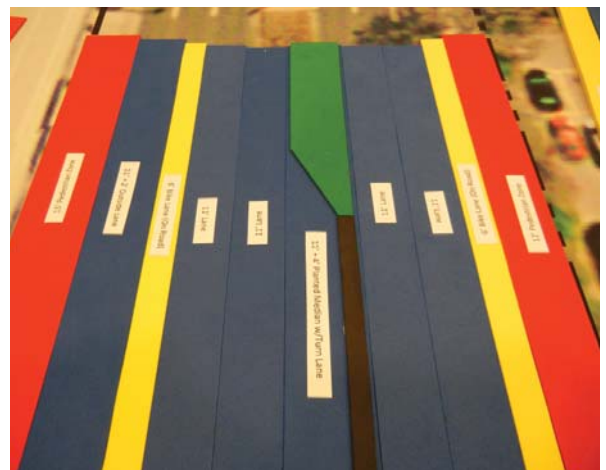
#### PROJECT GIVENS

- 1.) Project termini
  - Hennepin Avenue (west side of intersection)
  - I-35W (east side of southbound ramp)
- 2.) Utilize existing right-of-way
  - West of 5th Avenue S – 110'
  - East of 5th Avenue S – 120'
- 3.) Metro Transit bus service will continue along Washington Avenue
- 4.) Minimum of two through lanes will be provided in each direction on Washington Avenue
- 5.) Left turn lanes will be provided at all intersections on Washington Avenue where left turns are allowed
- 6.) Right turn lanes will be required at some intersections along Washington Avenue if a 4-lane section is utilized
- 7.) Existing Washington Avenue skyway crossing west of 2nd Avenue S will remain
- 8.) 30 mph posted speed
- 9.) Future conditions
  - Washington Avenue ramps to/from I-35W north will remain
  - New People's Stadium (Vikings) will be built
  - A new entrance ramp to I-35W north via 4th Street will be built



#### DESIGN GUIDELINES (Corresponds to cross-section exercise strips)

	<b>Travel lanes and turn lanes</b>	<ul style="list-style-type: none"> <li>• 11'</li> <li>• 11' + 2' gutter (outside lanes adjacent to curb)</li> <li>• Wide outside lane – 12' + 2' gutter</li> </ul>
	<b>Parking lane</b>	<ul style="list-style-type: none"> <li>• 8' + 2' gutter</li> </ul>
	<b>Center median</b>	<ul style="list-style-type: none"> <li>• Intermittent raised median with plantings (between left turn lanes) – 9' + 2' (1' gutter on each side)</li> <li>• Continuous median – 4' at left turn lanes/15' (between left turn lanes)</li> </ul>
	<b>Bicycle facilities</b>	<ul style="list-style-type: none"> <li>• Bike lane – 6'</li> <li>• One-way cycle track – 5' + 3' buffer</li> <li>• Buffered bike lane – 5' + 3' buffer</li> </ul>
	<b>Pedestrian zone</b>	<ul style="list-style-type: none"> <li>• 12' absolute minimum</li> <li>• 15' recommended minimum</li> </ul>



## CHARRETTE 1 - Summary of Alternatives Developed

November 30, 2012

### Scenario 1

110' ROW (4 thru-lanes and 1 left turn lane)

- 5 Groups
- 4 of 5 designs showed a planted median (range 0' to 20')
  - All designs showed bike facilities (2 on-road, 3 buffered)
  - Pedestrian zone ranged from 11'6" to 18"
  - One design showed a 3rd WB lane shared with off-peak parking

### Scenario 3

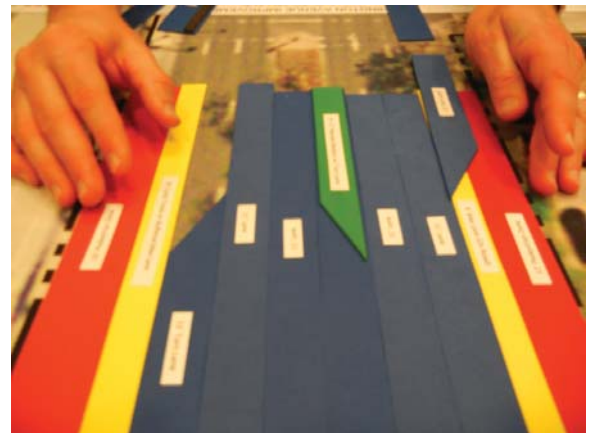
110' ROW (3 WB thru-lanes, 2 EB thru-lanes, 1 left turn lane, and right turn lanes)

- 5 Groups
- 3 of 5 designs showed a planted median (range 0' to 15')
  - All designs showed bike facilities (3 on-road or shared lane, 2 buffered)
  - Pedestrian zone ranged from 11' to 15' (1 design with 28'6")
  - 4 of 5 designs showed right turn lanes (shared with bikes or ped zones)
  - One design had only 1 EB and 1 WB through lane

### Scenario 2

120' ROW (4 thru-lanes and 1 left turn lane)

- 5 Groups
- 4 of 5 designs showed a planted median (range 0' to 21')
  - All designs showed bike facilities (5 on-road or shared lane, 3 buffered)
  - Pedestrian zone ranged from 12' to 27"
  - 2 designs showed a 3rd WB lane shared with off-peak parking
  - 1 design showed 3 EB and 3 WB lanes (with outside lanes shared by bus, bike, and right turns)
  - 1 design showed on-street parking on both sides







## PUBLIC MEETING 1

December 4, 2012

### Purpose

The purpose of Public Meeting 1 was to provide information about the Washington Avenue Design Concept project and receive public comment on existing uses, implications of potential modifications of alternatives, and priorities for investments.

### Date & Location

Tuesday, December 4, 2012

5:00 pm to 7:00 pm.

Open Book - Target Performance Hall

### Format

Open House with display boards and staff available for one-on-one questions and answers. There was information on existing conditions, table exercises to create and explore alternative layouts for 110' and 120' ROW, a priorities exercise, comment cards, and a survey for recording feedback.

### Attendance

Approximately 120 people attended Public Meeting 1. Over 100 people signed in, with some signatures representing couples and some people opting to not sign in. Including staff, there were about 140 people participating in the meeting.

### Display Boards and Handouts

Copies of display boards and handouts were posted on the County's project website and are also included in the Appendix of this document.



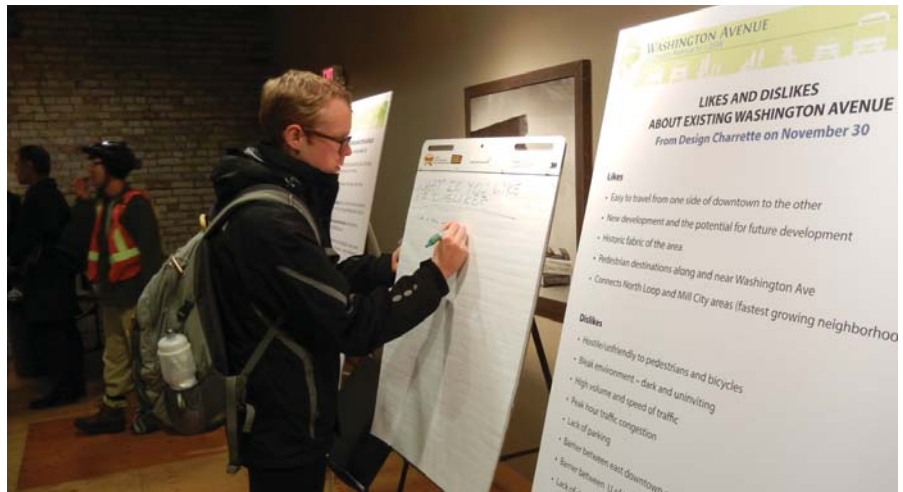
## PUBLIC MEETING 1 - Current Conditions Exercise

December 4, 2012

### Description & Outcomes

The “likes and dislikes” identified by the stakeholder organizations at the charrette were presented on display boards and public meeting participants were asked to add additional comments. No additional “likes” were identified. The following additional “dislikes” were added:

- Discourages community feeling—very hard to cross it (timing of stoplights)—pretty 20th century—not reflective of modern urbanization suggestions; far too CAR focused versus people, walking, bikes- so unfriendly [\*this comment was seconded by another participant\*]
- Dislike—all pavement
- Would like covered and heated bus shelter
- Need pedestrian bridges over the street—especially by Guthrie
- Need buffer between peds/bikes and the speeding cars
- Would like frequent bus from seven corners to Hennepin Ave along Washington Ave
- Need better and greener landscaping in outer strip
- Old buildings at 35W end need rehabbing
- Lights are tedious, and cars speed abruptly from one end to the next
- Pedestrian crossing lights are too short at Park—even a brisk pace only gets to center median
- Not synchronized traffic signals—sometimes takes LONG time to get from west to east and vice versa on Washington
- Poor upkeep of sidewalks, median—grass, shrubs, snow removal. Parking lots—dark and a little scary
- Uneven/broken sidewalks
- Too much pavement and speed. When I go to places, I feel unwelcome, like I have to hurry to get inside somewhere safe
- Need common sense approach! Need to handle the needed traffic [\*two attendees indicated agreement with this comment\*]
- Too much concrete, not enough green. Don't feel safe as a bicyclist



## PUBLIC MEETING 1 - Visioning Exercise

December 4, 2012

### Description & Outcomes

A summary of the visioning exercise at the design charrette that asked “What are your desires for Washington Avenue?” was presented on a display board and public meeting attendees were asked to add to this vision. The following comments were received:

- Definitely allow gateway to river feel from multiple points; generally agree with ‘Desires for Future’ list; keep emphasis on future NOT 20th century thoughts of cars/trucks; let it emerge as grand central corridor from east to west
- Wish for safe bus and bike transitions and pathways/bikeways
- Obvious completion of bike/ped pathways from Nicollet to the river
- Free evening parking to help local businesses like restaurants
- Cycle track, trees and landscaping
- Trees and plants on medians and sidewalks
- The potential for businesses to offer patio seating (if not already!)
- Move buses/cars most efficiently as possible-- #1 priority
- Less congestion, more pedestrian/bike access
- More shopping and eating options—given the increase in residents downtown, sad offering of shops; would also draw/keep visitors/tourists on Washington
- More and more affordable parking
- Connection between river and downtown (not a barrier as it is now). Green, cycle tracks, less pavement
- Improve flow of traffic onto 35W during PM rush; get traffic out of downtown quicker to improve conditions for downtown traffic; the 35W South/Hwy 55/94 West cluster ramps is horrible!
- Better access to the river
- Cycle tracks!
- Green spaces, cycle tracks, and pedestrian plaza feel
- Cycle tracks, green, sidewalks with amenities
- Dislike trees or parking lane between bike lane/cycle track and driving lanes



## PUBLIC MEETING 1 - Priorities Exercise

December 4, 2012

### Description & Outcomes

This exercise gave meeting attendees the opportunity to indicate how they would prioritize project issues. Each participant was given 5 poker chips to place, in any combination, into eight predetermined categories or one 'other'. Participants could use all chips for one category, if desired. Not all people who attended the public meeting participated in this exercise. A total of 224 chips were placed in the various categories. The categories and the number of poker chips received by each is listed below:

- Bicycle: 64 (29%)
- Landscaping: 36 (16%)
- Pedestrians: 36 (16%)
- Traffic Lanes/Turn Lanes: 27 (12%)
- Connection to River: 23 (10%)
- Transit Facilities: 14 (6%)
- Public Art: 13 (6%)
- Parking: 8 (4%)
- Other: (1%)
  - I feel strongly that we have already given up plenty of traffic lanes to bicycles. Washington Avenue is far too congested with vehicles now to give up more to bikes. There are bike lanes on 2nd Street and others that run parallel.
  - Connection to U of M
  - Consideration of future economic development opportunities





## PUBLIC MEETING 1 - Alternatives Exercise

December 4, 2012

### Description

All of the alternatives developed during the charrette (pages 2-9 & 2-10) were presented at the public meeting and people were given an opportunity to create their own alternatives. No additional alternatives were recorded at the public meeting.



## PUBLIC MEETING 1 - Summary of Comments

December 4, 2012

### Comment Cards

Blank comment cards were provided at Public Meeting 1 and attendees were encouraged to provide feedback or comments on any topic of significance to them. The verbatim comments are provided in the Appendix. Project staff reviewed all of the comments and provided the following summary, grouped into six categories:

#### CONNECTIONS, PLACEMAKING, AND LANDSCAPING:

Comment (General Topic Summary): Washington Ave acts as a barrier to the River. Gateway to River is needed. Better connection to other trails, amenities, neighborhoods.

Approximate # of comments on this topic: 8

Comment (General Topic Summary): Desire to support redevelopment of the corridor. Support Placemaking. Quality Streetscaping and Landscaping needed. Public Art.

Approximate # of comments on this topic: 24

#### PEDESTRIANS:

Comment (General Topic Summary): Desire for a wider and more appealing pedestrian realm. Lively and accessible.

Approximate # of comments on this topic: 10

#### BIKES:

Comment (General Topic Summary): Desire for a cycle track or bike lane on Washington Avenue.

Approximate # of comments on this topic: 15

- Some want cycle tracks, stating that this is the safest option for cyclists
- Some want consistency (bike lanes) with the rest of Downtown so there is less confusion over traffic rules.
- Some want cycle tracks or bike lanes
- Some dislike 1st Ave layout, but like the Park Ave and Portland Ave model

Comment (General Topic Summary): Improve connections to bike lanes on parallel roadways (2nd Street, River Road, 3rd and 4th Streets, and at Hennepin Ave/I-35W bridge). Do not include bike facilities on Washington Ave.

Approximate # of comments on this topic: 11

## TRAFFIC:

Comment (General Topic Summary): Desire to reduce/slow down vehicular traffic on Washington Ave and increase usage by pedestrians and cyclists by creating a safer, more inviting corridor.

Approximate # of comments on this topic: 10

Comment (General Topic Summary): Proposed northbound ramp onto I-35W will reduce traffic demands on Washington Ave and open opportunities for non-vehicular modes or relieve congestion.

Approximate # of comments on this topic: 3

Comment (General Topic Summary): Desire to maintain or improve vehicular traffic movements on Washington Ave.

Approximate # of comments on this topic: 4

## PARKING:

Comment (General Topic Summary): Existing Parking is sufficient.

Approximate # of comments on this topic: 2

Comment (General Topic Summary): Need to keep/add parking for existing uses and to attract/support new development.

Approximate # of comments on this topic: 8

- Several comments about needing more free parking or reduced-cost evening parking

## OTHER:

Comment (General Topic Summary): Desire to have improved bus service in corridor.

Approximate # of comments on this topic: 2

Comment (General Topic Summary): The County is unwilling to respond to the input of the community.

Approximate # of comments on this topic: 1





## SURVEY RESULTS - Public Meeting 1 & Survey Monkey

December 4, 2012 and December 6, 2012 - December 27, 2012


### Purpose

A 10 question survey was distributed at the public meeting on December 4th and was also made available online at 'Survey Monkey' from December 6th through December 27th. In addition to collecting information on people's interests in and use of Washington Avenue, the survey asked questions about various potential improvements and about a future vision for Washington Avenue.

### Response Rate

66 surveys were collected at the Public Meeting 1. 1,021 online survey responses were collected on Survey Monkey. The combined results of the survey are summarized on subsequent pages.

*Neither survey is statistically representative of the population as a whole, however, it is an accurate representation of the people that participated.*



Hennepin County, in coordination with the City of Minneapolis, is developing a design concept for Washington Avenue between Hennepin Avenue and I-35W. The project will engage stakeholders to create a design concept for Washington Avenue that provides a safe, effective, and beautiful corridor for pedestrians, bicyclists, transit, and vehicular traffic.

Please provide your input by taking our survey before December 21, 2012:

- Access the survey by going to [www.surveymonkey.com/s/WashingtonAveDesignConcept](http://www.surveymonkey.com/s/WashingtonAveDesignConcept)
- Provide your comments by answering the questions
- Click the 'Done' button at the bottom of the page

For more information and to subscribe for project updates visit [www.co.hennepin.mn.us](http://www.co.hennepin.mn.us) and search for "Road 152 Washington Avenue"

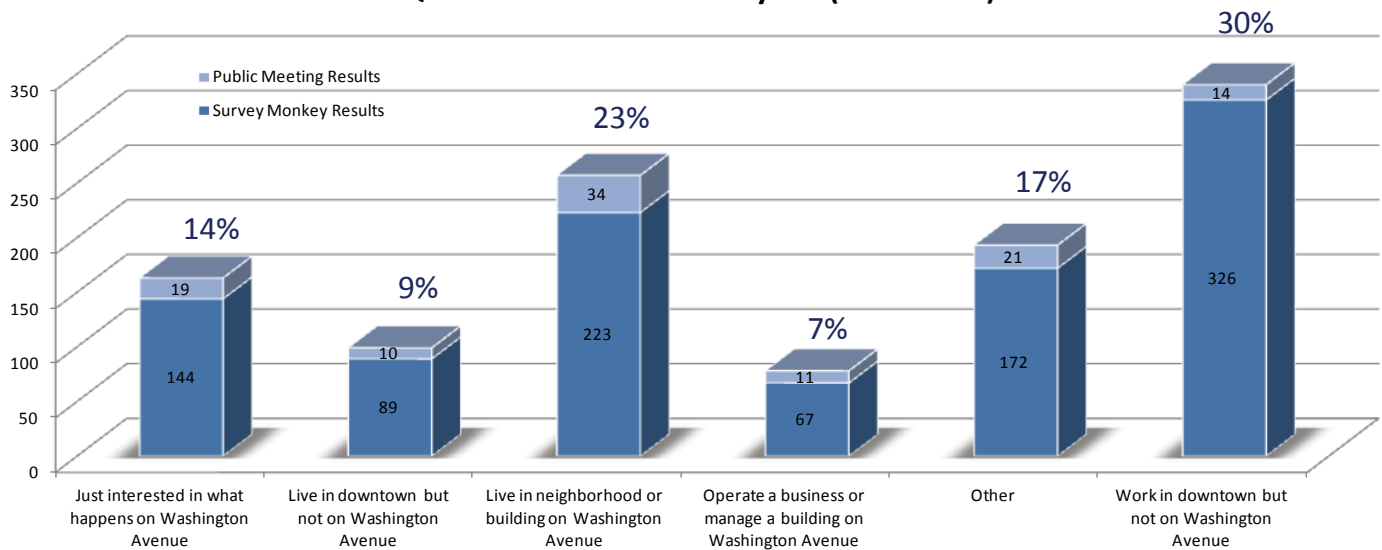
**Project Contact:** Hennepin County Transportation Department  
 Jennifer Lowry, P.E., Senior Design Engineer  
 Email: [jennifer.lowry@co.hennepin.mn.us](mailto:jennifer.lowry@co.hennepin.mn.us)  
 Phone: 612-596-0353



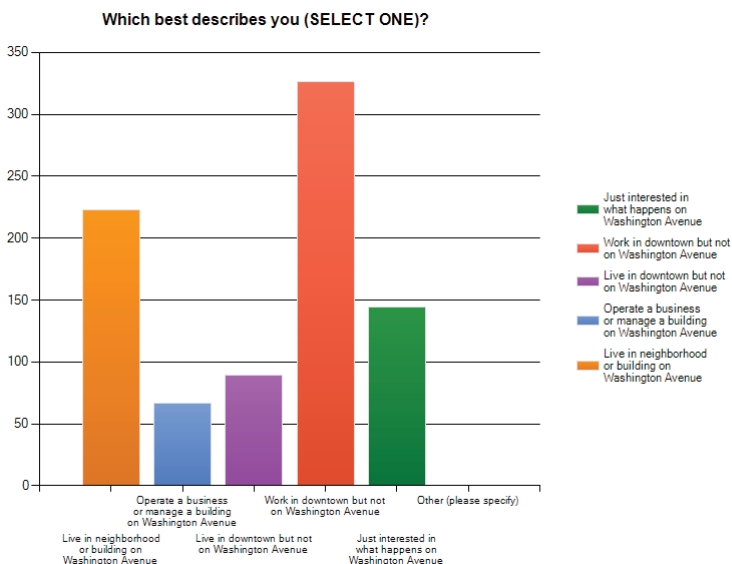
## SURVEY RESULTS - Public Meeting 1 & Survey Monkey

December 4, 2012 and December 6, 2012 - December 27, 2012

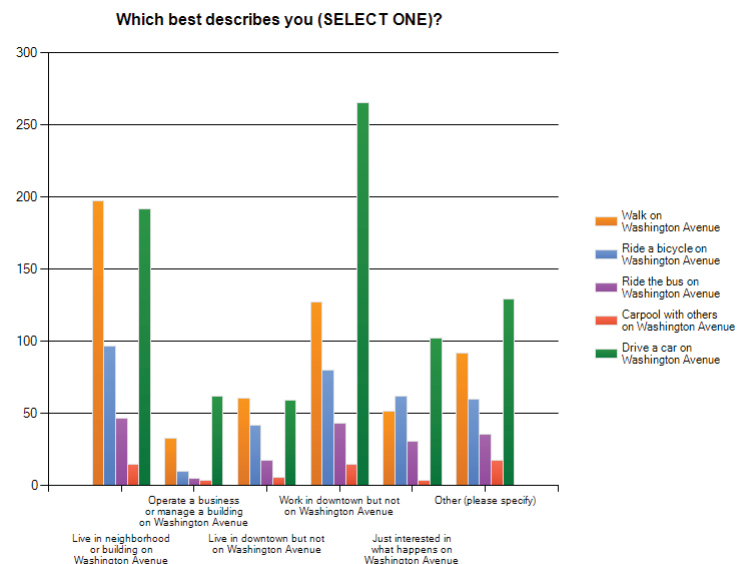
Q1: Which best describes you? (Select One)



Survey Monkey Crosstab with Question 1

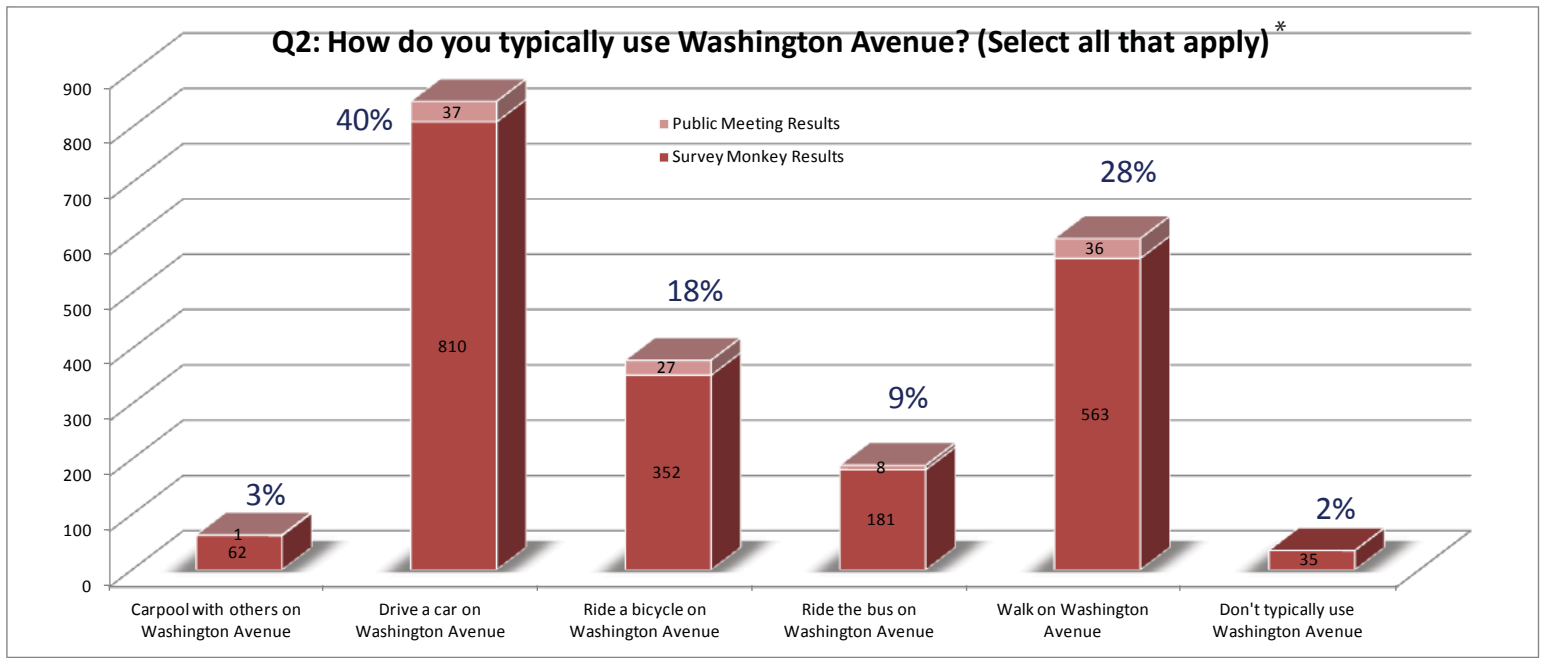


Survey Monkey Crosstab with Question 2



# WASHINGTON AVENUE

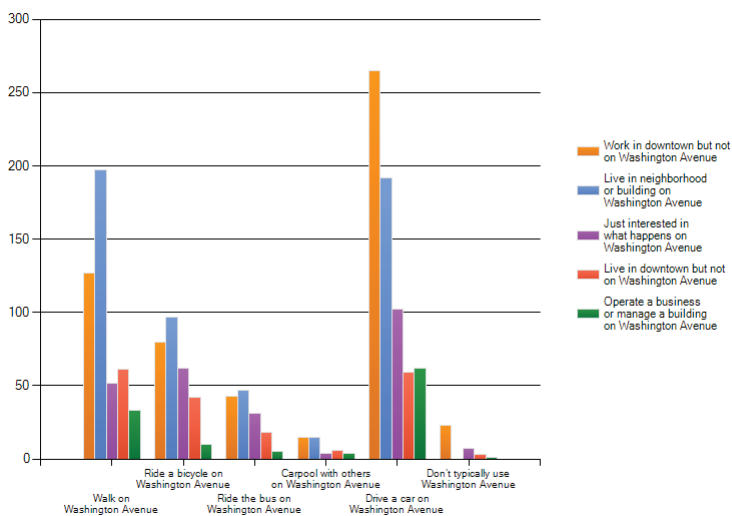
## Hennepin Avenue to I-35W



\*The survey at the public meeting did not clearly state that the respondent should select all that apply.

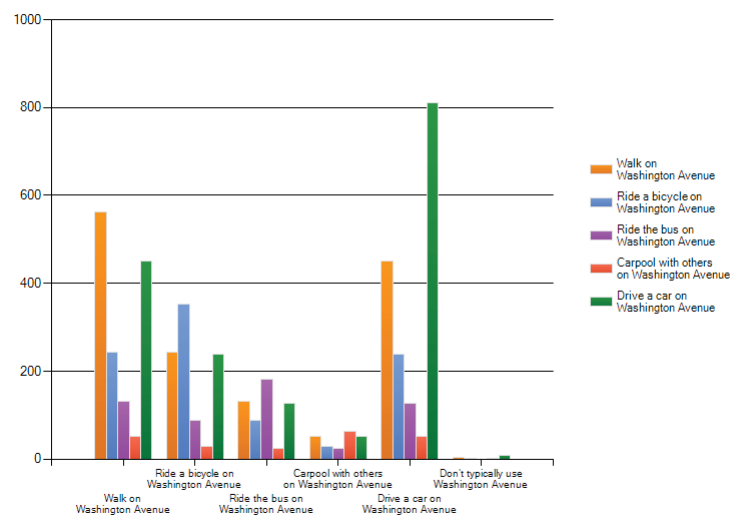
### Survey Monkey Crosstab with Question 1

How do you typically use Washington Avenue? (Select all that apply)



### Survey Monkey Crosstab with Question 2

How do you typically use Washington Avenue? (Select all that apply)

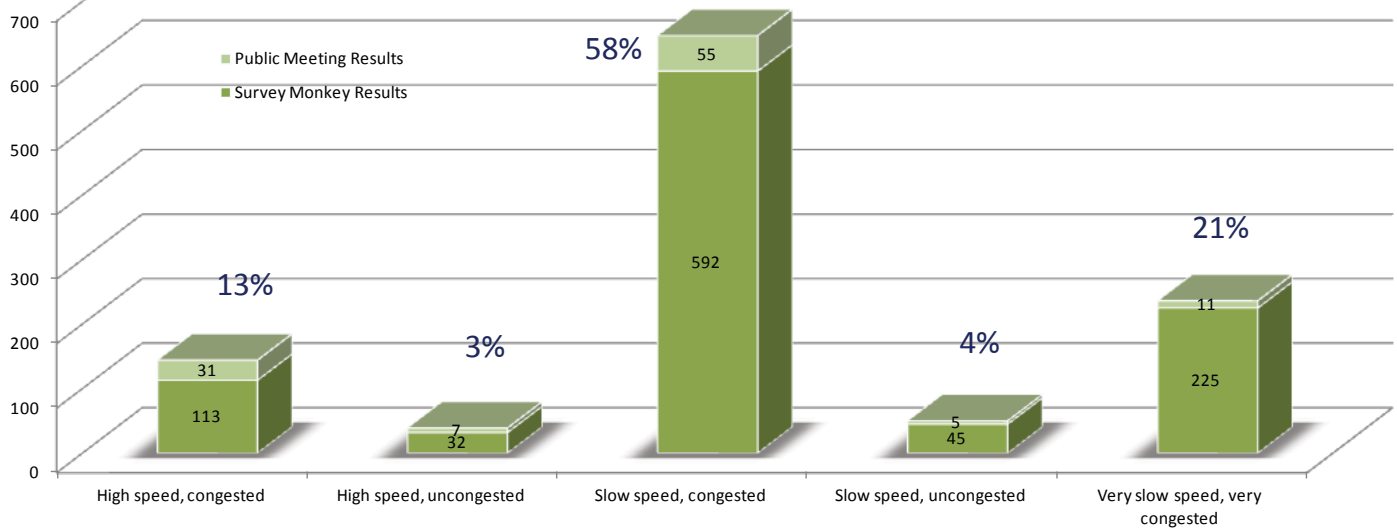




## SURVEY RESULTS - Public Meeting 1 & Survey Monkey

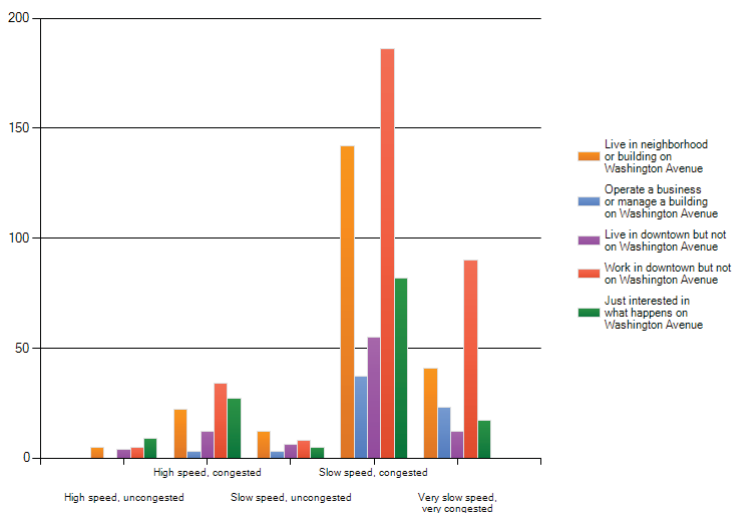
December 4, 2012 and December 6, 2012 - December 27, 2012

### Q3: Which do you think best describes Washington Ave during the evening rush hour?



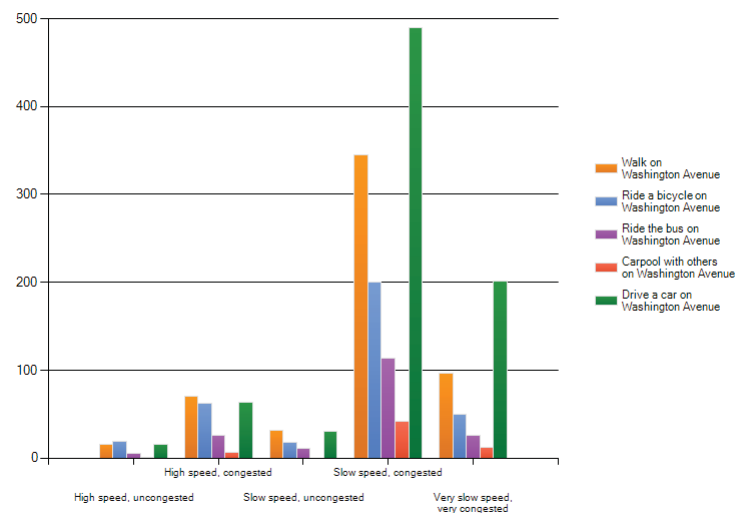
### Survey Monkey Crosstab with Question 1

Which do you think best describes Washington Avenue during the evening rush hour? (SELECT ONE)



### Survey Monkey Crosstab with Question 2

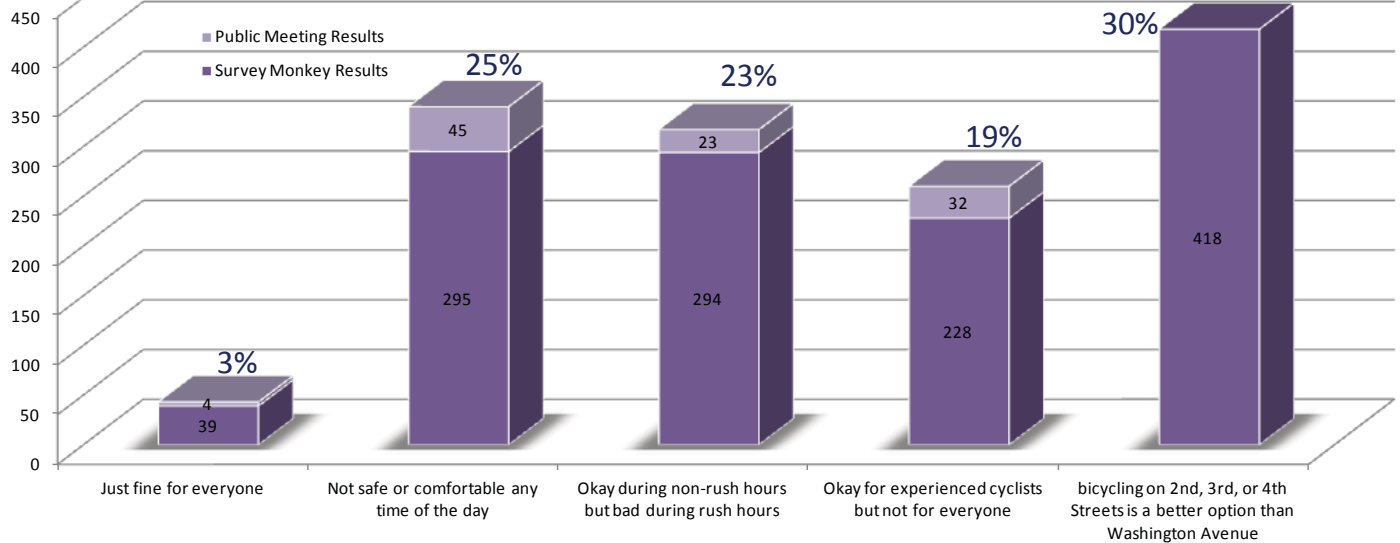
Which do you think best describes Washington Avenue during the evening rush hour? (SELECT ONE)



# WASHINGTON AVENUE

Hennepin Avenue to I-35W

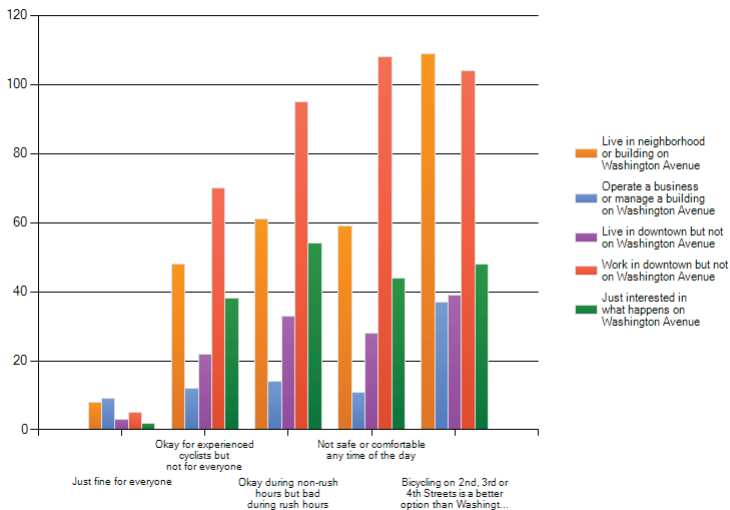
## Q4: How would you describe conditions for bicycling along Washington Avenue? \*\*



\*\*The survey at the public meeting did not include the option for a parallel route.

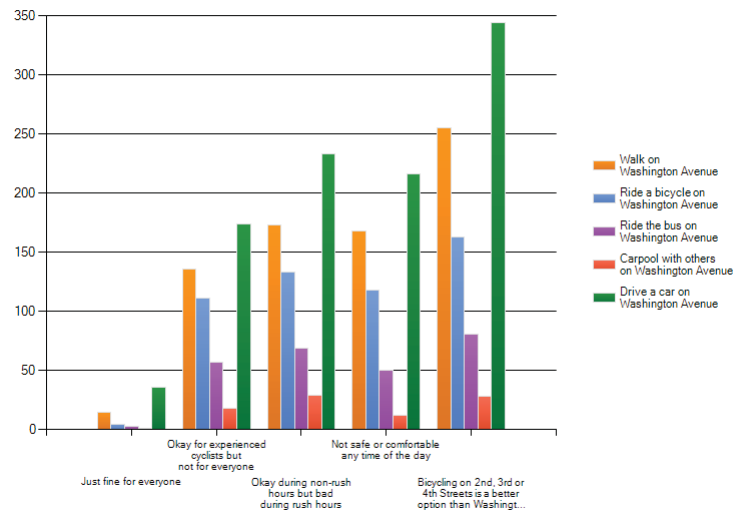
### Survey Monkey Crosstab with Question 1

How would you describe conditions for bicycling along Washington Avenue?



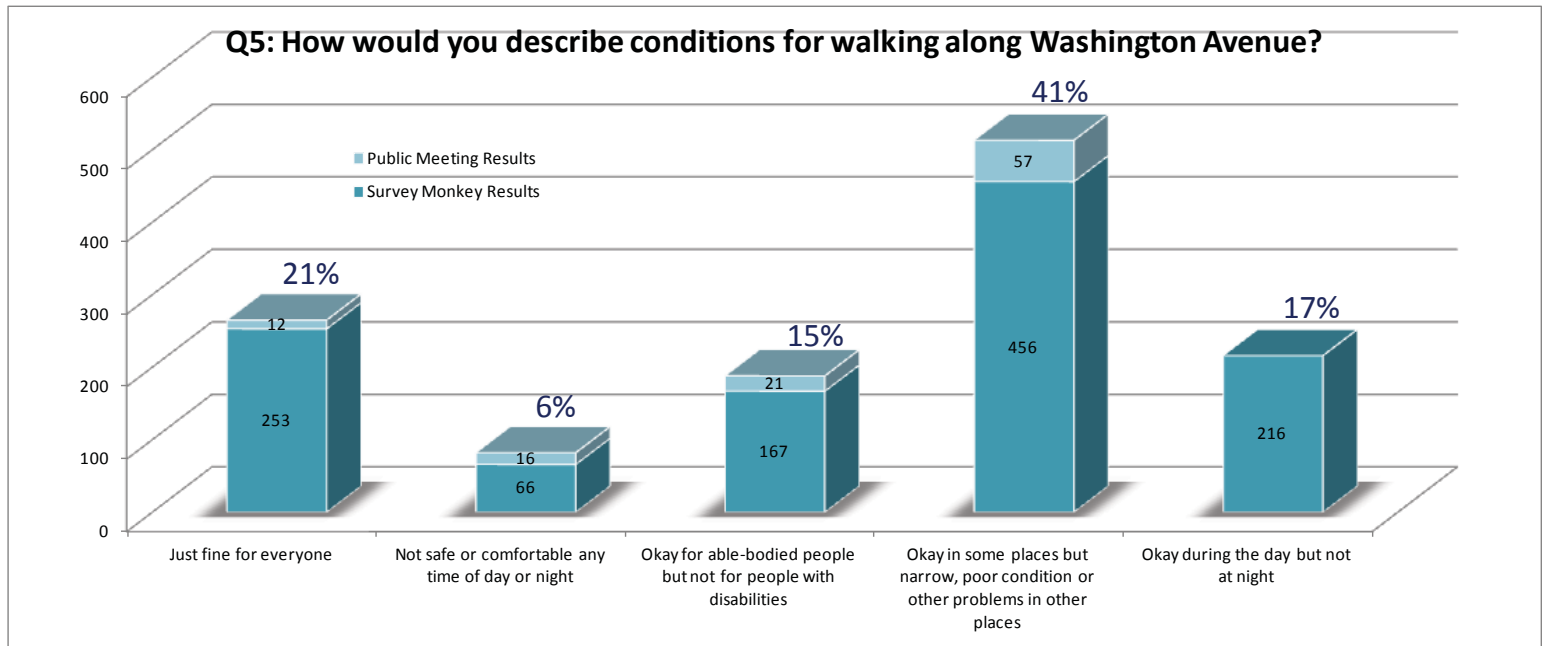
### Survey Monkey Crosstab with Question 2

How would you describe conditions for bicycling along Washington Avenue?

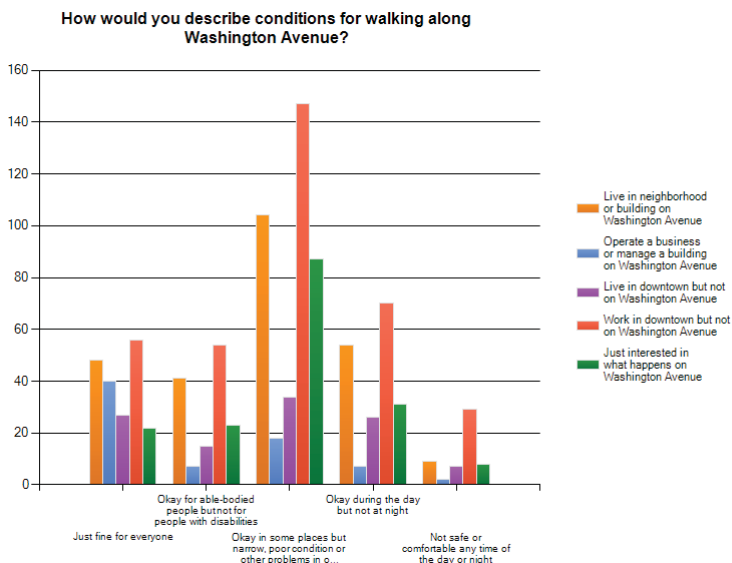


## SURVEY RESULTS - Public Meeting 1 & Survey Monkey

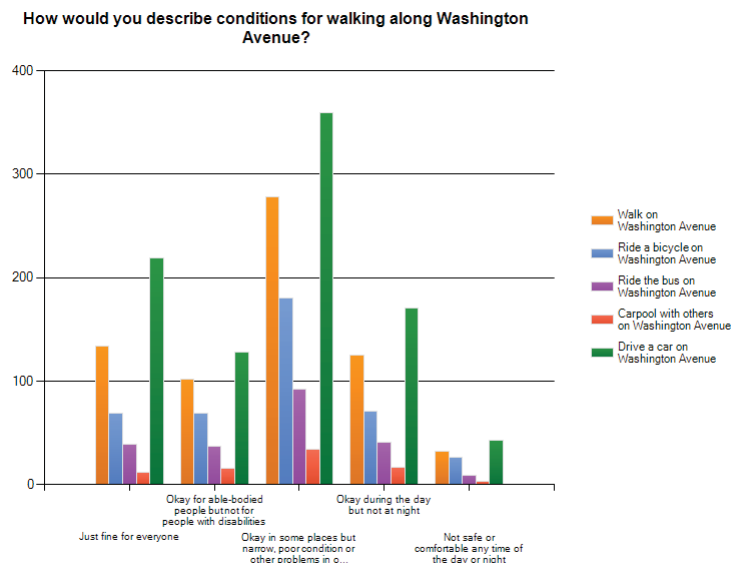
December 4, 2012 and December 6, 2012 - December 27, 2012



### Survey Monkey Crosstab with Question 1



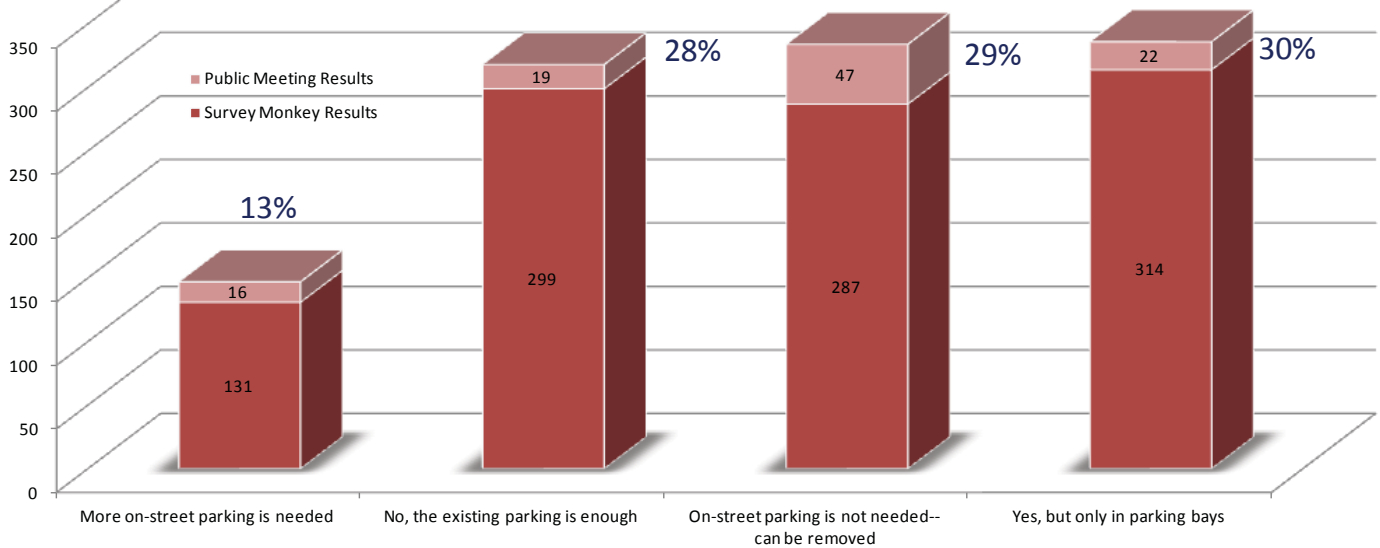
### Survey Monkey Crosstab with Question 2



# WASHINGTON AVENUE

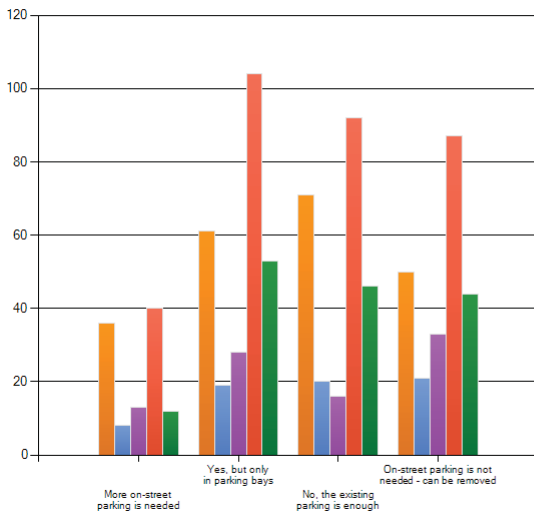
## Hennepin Avenue to I-35W

### Q6: Is it important to continue to have on-street parking on Washington Avenue?



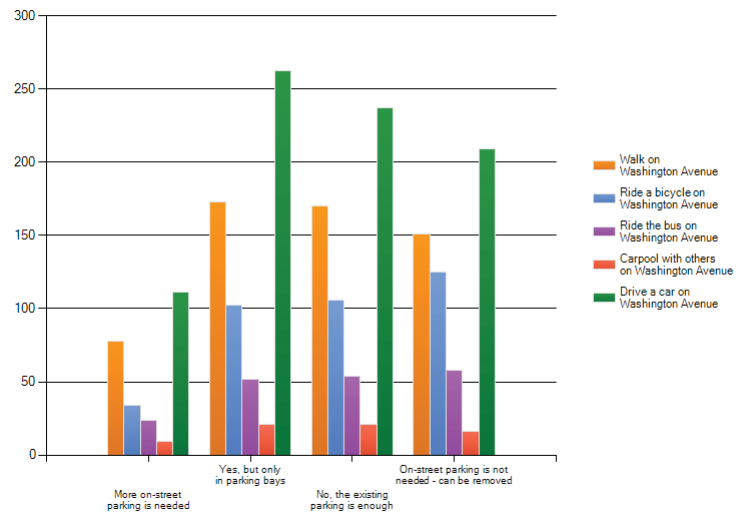
### Survey Monkey Crosstab with Question 1

#### Is it important to continue to have on-street parking on Washington Avenue?



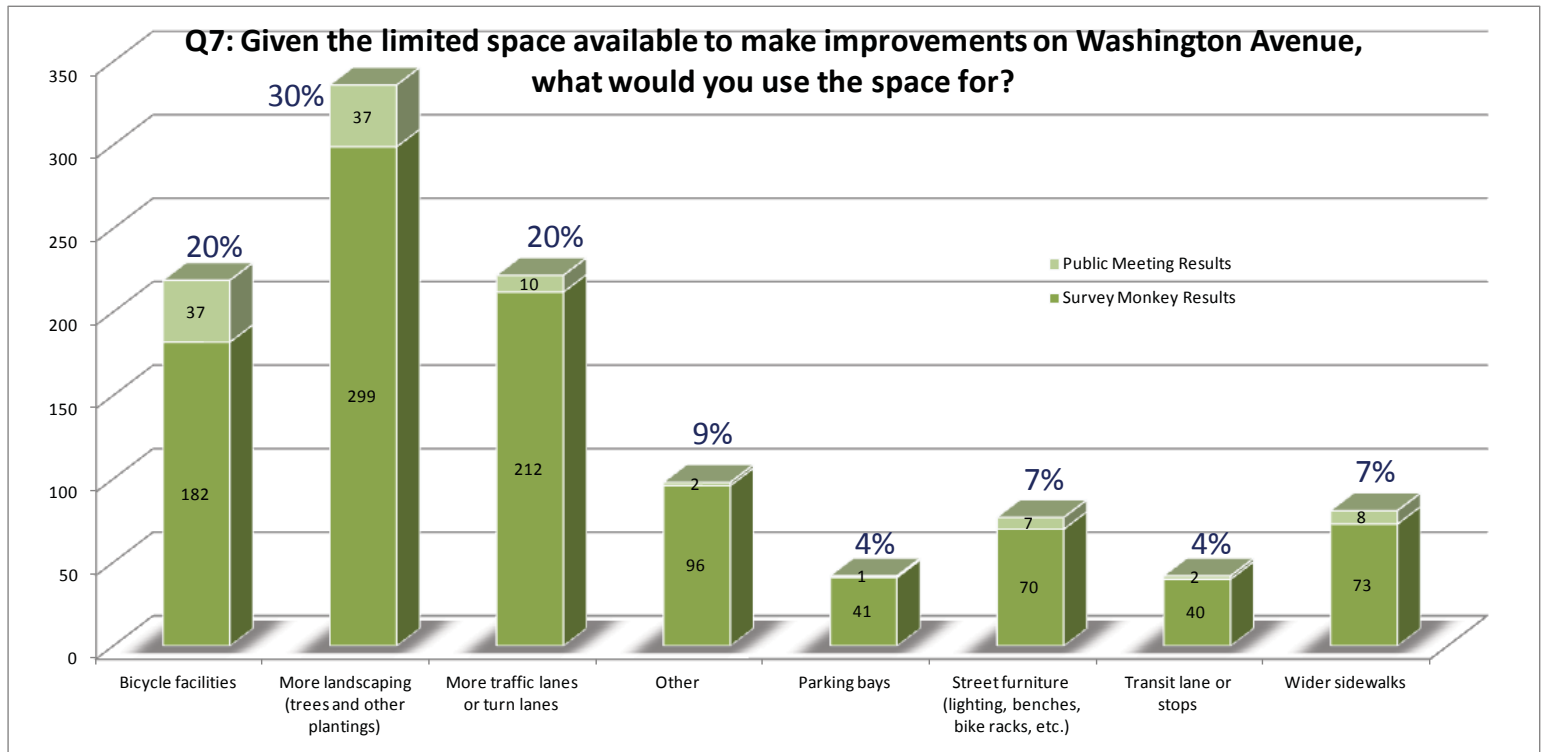
### Survey Monkey Crosstab with Question 2

#### Is it important to continue to have on-street parking on Washington Avenue?



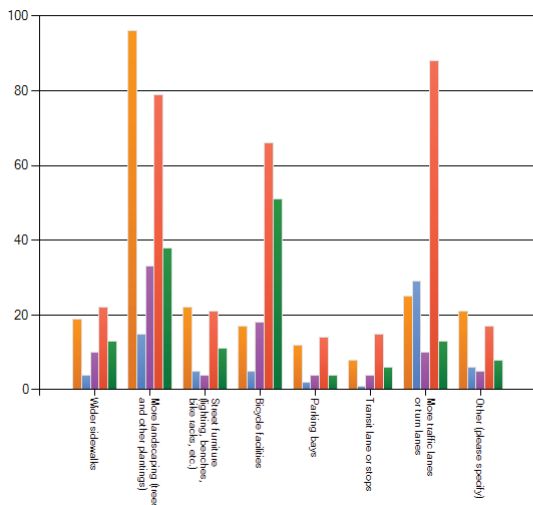
## SURVEY RESULTS - Public Meeting 1 & Survey Monkey

December 4, 2012 and December 6, 2012 - December 27, 2012



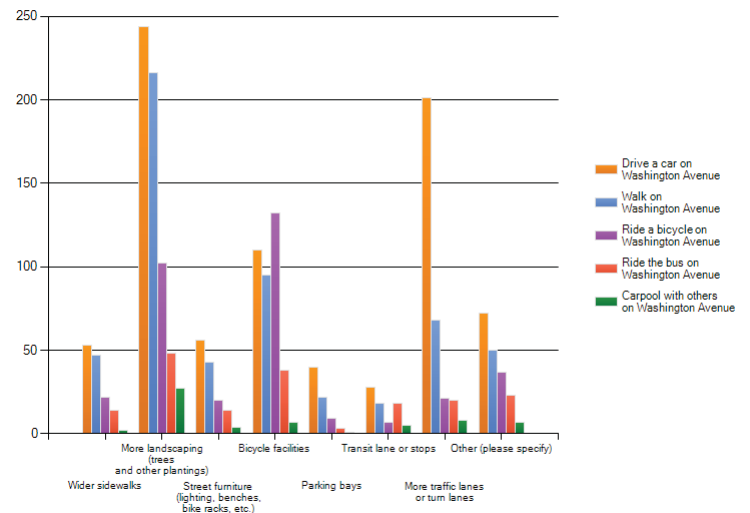
### Survey Monkey Crosstab with Question 1

Given the limited space available to make improvements on Washington Avenue, what would you use the space for?(SELECT ONE)



### Survey Monkey Crosstab with Question 2

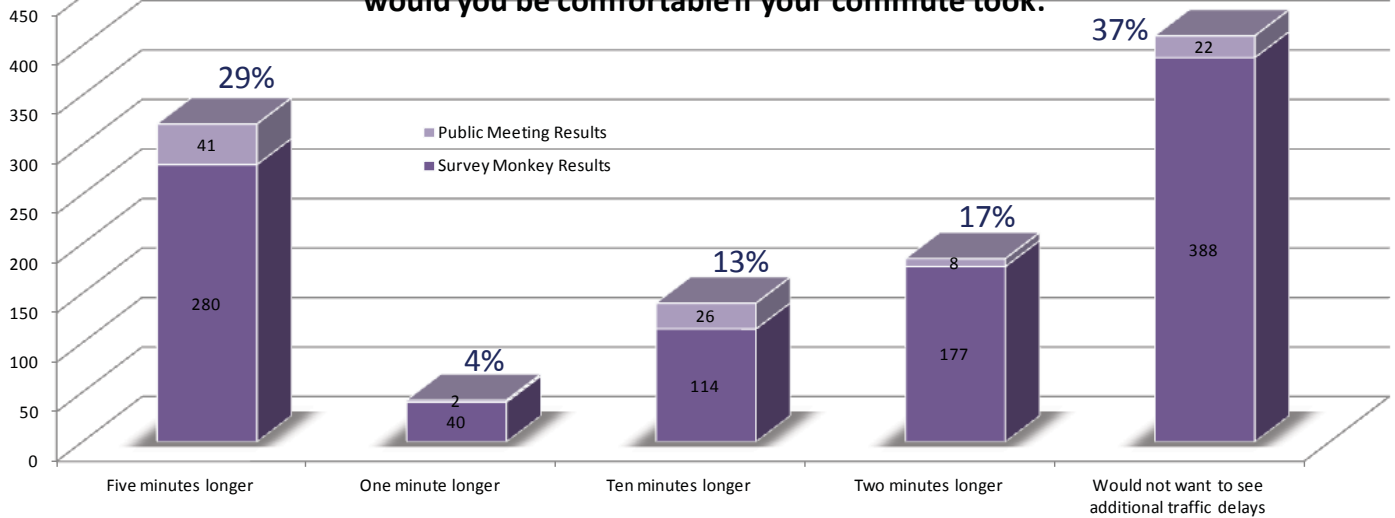
Given the limited space available to make improvements on Washington Avenue, what would you use the space for?(SELECT ONE)



# WASHINGTON AVENUE

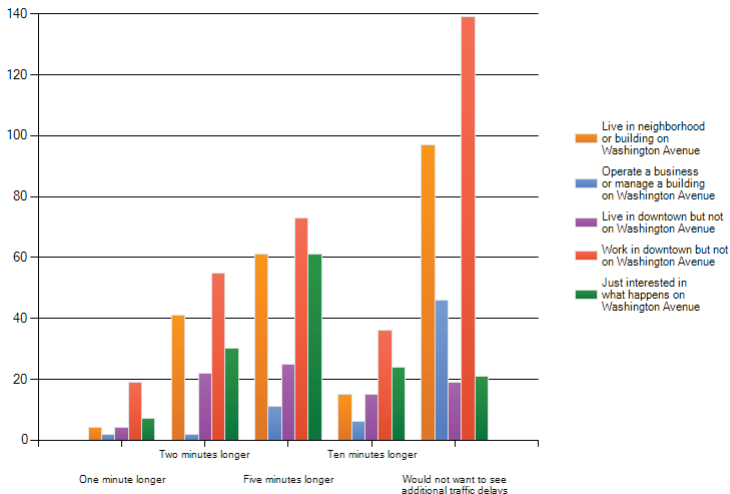
## Hennepin Avenue to I-35W

**Q8: If traffic lanes were reduced to provide bicycle and/or pedestrian improvements, would you be comfortable if your commute took:**



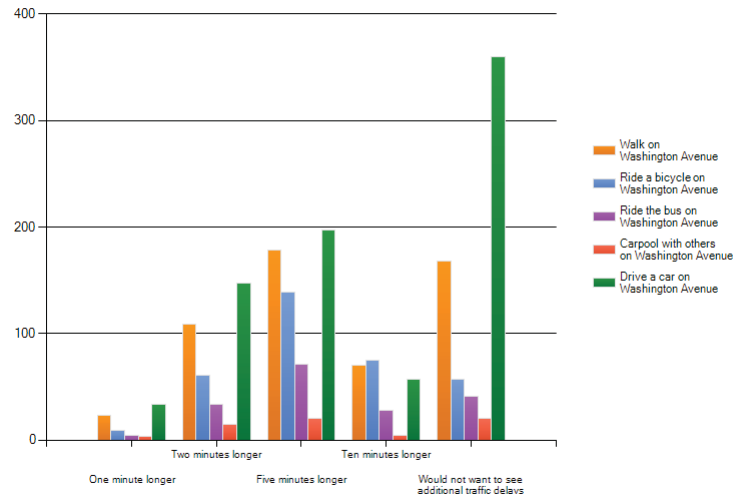
### Survey Monkey Crosstab with Question 1

If the number of traffic lanes was reduced to provide bicycle and/or pedestrian improvements, would you be comfortable if your commute by auto or bus took:



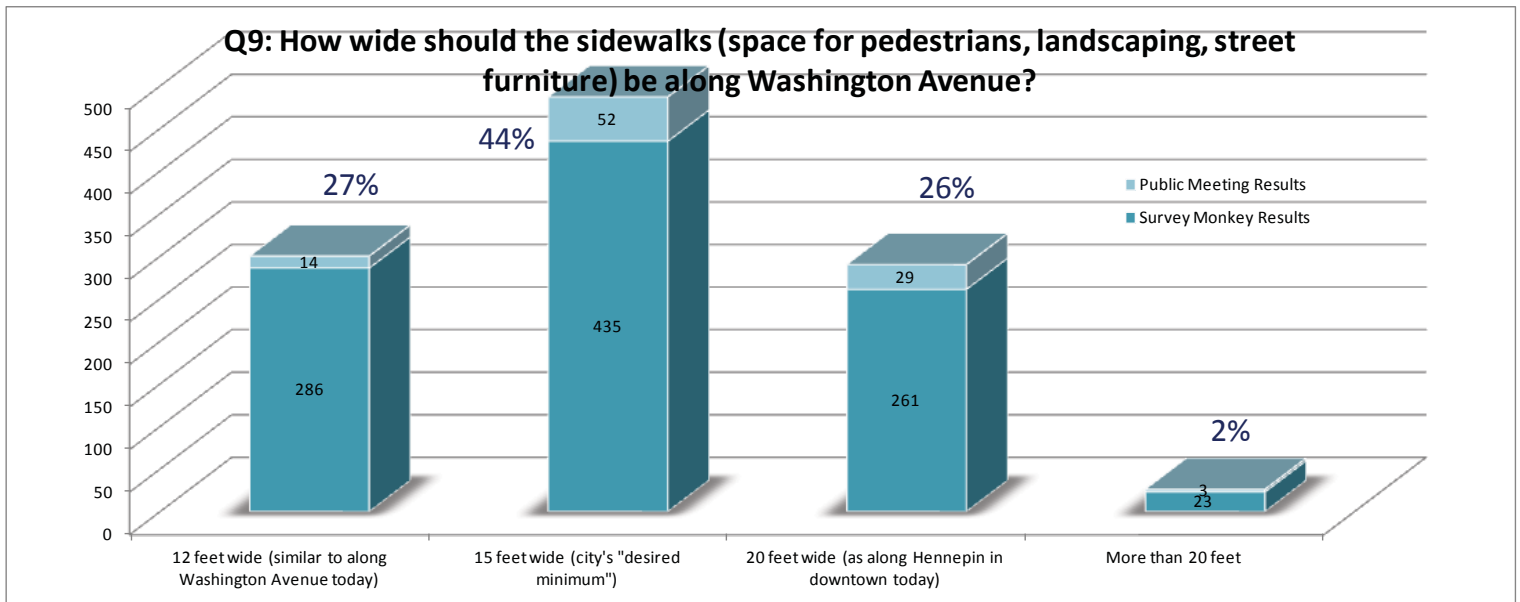
### Survey Monkey Crosstab with Question 2

If the number of traffic lanes was reduced to provide bicycle and/or pedestrian improvements, would you be comfortable if your commute by auto or bus took:



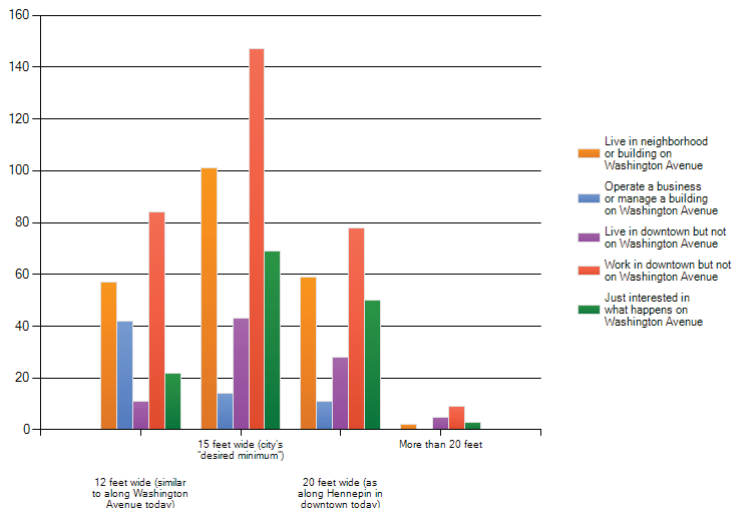
## SURVEY RESULTS - Public Meeting 1 & Survey Monkey

December 4, 2012 and December 6, 2012 - December 27, 2012



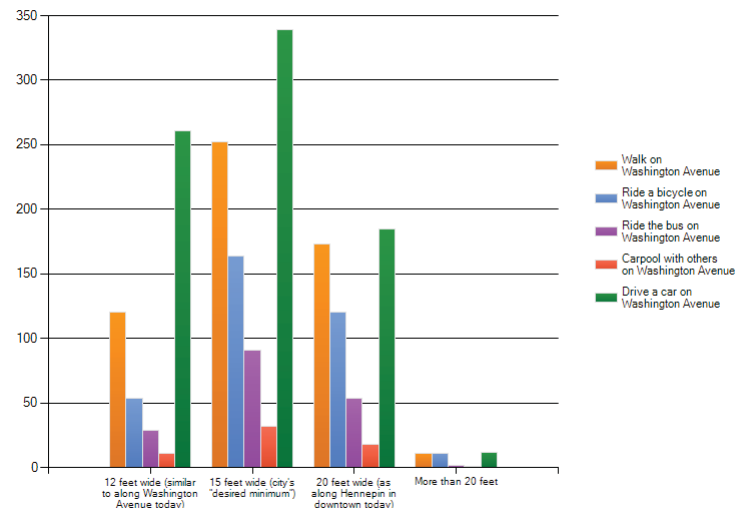
### Survey Monkey Crosstab with Question 1

How wide should the sidewalks (space for pedestrians, landscaping, street furniture) be along Washington Avenue?



### Survey Monkey Crosstab with Question 2

How wide should the sidewalks (space for pedestrians, landscaping, street furniture) be along Washington Avenue?

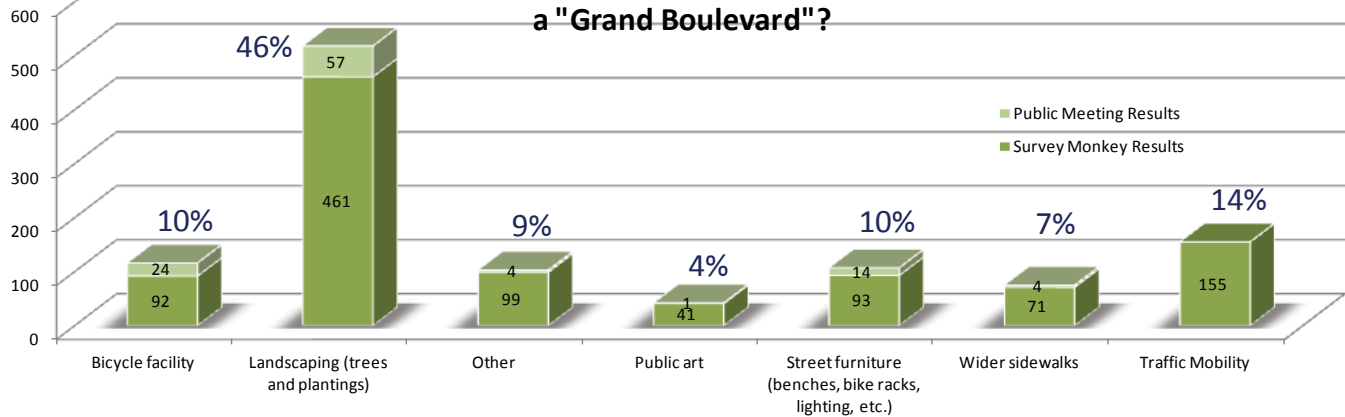




# WASHINGTON AVENUE

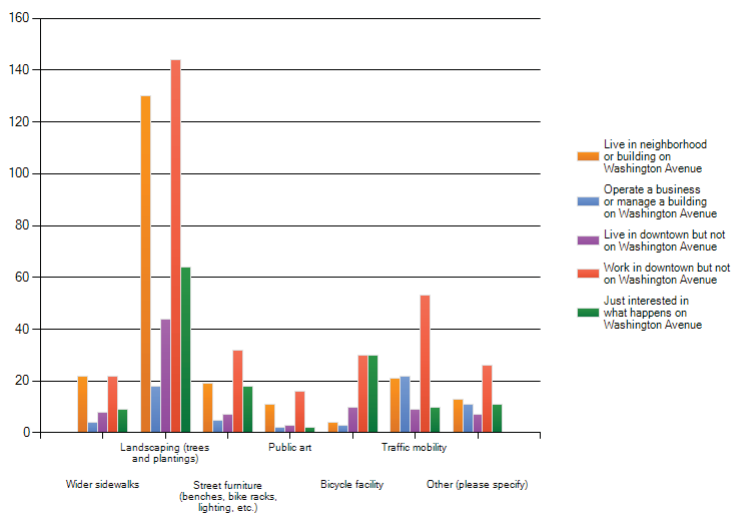
Hennepin Avenue to I-35W

**Q10: Which of the following do you think is most important to implement the vision of a "Grand Boulevard"?**



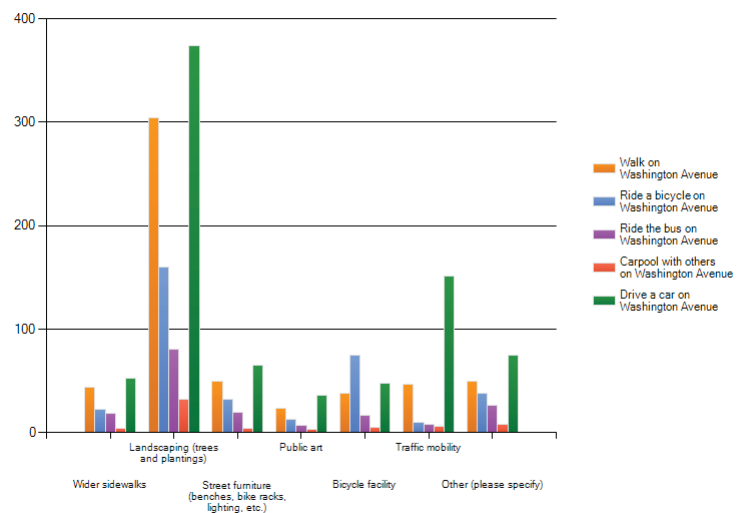
**Survey Monkey Crosstab with Question 1**

Which of the following do you think is most important to implement the vision of a "grand boulevard"? (SELECT ONE)



**Survey Monkey Crosstab with Question 2**

Which of the following do you think is most important to implement the vision of a "grand boulevard"? (SELECT ONE)



## Comparison of Public Meeting Survey and Survey Monkey Results

December 4, 2012 and December 6, 2012 - December 27, 2012

Question 1: Which Best Describes you? **				
	Survey Monkey		Public Meeting 1	
		(%)		(%)
Just interested in what happens on Washington Avenue	144	14%	19	17%
Live in downtown but not on Washington Avenue	89	9%	10	9%
Live in neighborhood or building on Washington Avenue	223	22%	34	31%
Operate a business or manage a building on Washington Avenue	67	7%	11	10%
Other	172	17%	21	19%
Work in downtown but not on Washington Avenue	326	32%	14	13%
Grand Total	1021	100%	109	100%

\*\*Survey Monkey only allowed one response. Several respondents at Public Meeting 1 selected multiple answers. There were 66 respondents at the Public Meeting.

Question 2: How do you typically use Washington Avenue?				
	Survey Monkey		Public Meeting 1	
		(%)		(%)
Carpool with others on Washington Avenue	62	3%	1	1%
Drive a car on Washington Avenue	810	40%	37	34%
Ride a bicycle on Washington Avenue	352	18%	27	25%
Ride the bus on Washington Avenue	181	9%	8	7%
Walk on Washington Avenue	563	28%	36	33%
Don't typically use Washington Avenue *	35	2%	0	0%
Grand Total	2003	100%	109	100%

\* This response was not included in Public Meeting Survey

Question 3: Which do you think best describes Washington Avenue during the evening rush hour?				
	Survey Monkey		Public Meeting 1	
		(%)		(%)
High speed, congested	113	11%	31	28%
High speed, uncongested	32	3%	7	6%
Slow speed, congested	592	59%	55	50%
Slow speed, uncongested	45	4%	5	5%
Very slow speed, very congested	225	22%	11	10%
Grand Total	1007	100%	109	100%

## Question 4: How would you describe conditions for bicycling along Washington Avenue?

	Survey Monkey	(%)	Public Meeting 1	(%)
Just fine for everyone	39	3%	4	4%
Not safe or comfortable any time of the day	295	23%	45	43%
Okay during non-rush hours but bad during rush hours	294	23%	23	22%
Okay for experienced cyclists but not for everyone	228	18%	32	31%
Bicycling on 2nd, 3rd, or 4th Streets is a better option than Washington Avenue *	418	33%	0	0%
Grand Total	1274	100%	104	100%

\* This response was not included in Public Meeting Survey

## Question 5: How would you describe conditions for walking along Washington Avenue?

	Survey Monkey	(%)	Public Meeting 1	(%)
Just fine for everyone	253	22%	12	11%
Not safe or comfortable any time of day or night	66	6%	16	15%
Okay for able-bodied people but not for people with disabilities	167	14%	21	20%
Okay in some places but narrow, poor condition or other problems in other places	456	39%	57	54%
Okay during the day but not at night *	216	19%	0	0%
Grand Total	1158	100%	106	100%

\* This response was not included in Public Meeting Survey

## Question 6: Is it important to continue to have on-street parking on Washington Avenue?

	Survey Monkey	(%)	Public Meeting 1	(%)
More on-street parking is needed	131	13%	16	15%
No, the existing parking is enough	299	29%	19	18%
On-street parking is not needed-- can be removed	287	28%	47	45%
Yes, but only in parking bays	314	30%	22	21%
Grand Total	1031	100%	104	100%

## Question 7: Given the limited space available to make improvements on Washington Avenue, what would you use the space for?

	Survey Monkey	(%)	Public Meeting 1	(%)
Bicycle facilities	182	18%	37	36%
More landscaping (trees and other plantings)	299	30%	37	36%
More traffic lanes or turn lanes	212	21%	10	10%
Other	96	9%	2	2%
Parking bays	41	4%	1	1%
Street furniture (lighting, benches, bike racks, etc.)	70	7%	7	7%
Transit lane or stops	40	4%	2	2%
Wider sidewalks	73	7%	8	8%
Grand Total	1013	100%	104	100%

## Comparison of Survey Results, Continued

December 4, 2012 and December 6, 2012 - December 27, 2012

**Question 8: If traffic lanes were reduced to provide bicycle and/or pedestrian improvements, would you be comfortable if your commute took:**

	Survey Monkey	(%)	Public Meeting 1	(%)
Five minutes longer	280	28%	41	41%
One minute longer	40	4%	2	2%
Ten minutes longer	114	11%	26	26%
Two minutes longer	177	18%	8	8%
Would not want to see additional traffic delays	388	39%	22	22%
Grand Total	999	100%	99	100%

**Question 9: How wide should the sidewalks (space for pedestrians, landscaping, street furniture) be along Washington Avenue?**

	Survey Monkey	(%)	Public Meeting 1	(%)
12 feet wide (similar to along Washington Avenue today)	286	28%	14	14%
15 feet wide (city's "desired minimum")	435	43%	52	53%
20 feet wide (as along Hennepin in downtown today)	261	26%	29	30%
More than 20 feet	23	2%	3	3%
Grand Total	1005	100%	98	100%

**Question 10: Which of the following do you think is most important to implement the vision of a "grand boulevard"?**

	Survey Monkey	(%)	Public Meeting 1	(%)
Bicycle facility	92	9%	24	23%
Landscaping (trees and plantings)	461	46%	57	55%
Other	99	10%	4	4%
Public art	41	4%	1	1%
Street furniture (benches, bike racks, lighting, etc.)	93	9%	14	13%
Wider sidewalks	71	7%	4	4%
Traffic Mobility *	155	15%	0	0%
Grand Total	1012	100%	104	100%

\* This response was not included in Public Meeting Survey



## APPENDICES

Appendix A - Handouts and Display Boards

Appendix B - Comments from Public Meeting 1

Appendix C - Comments from Survey Monkey

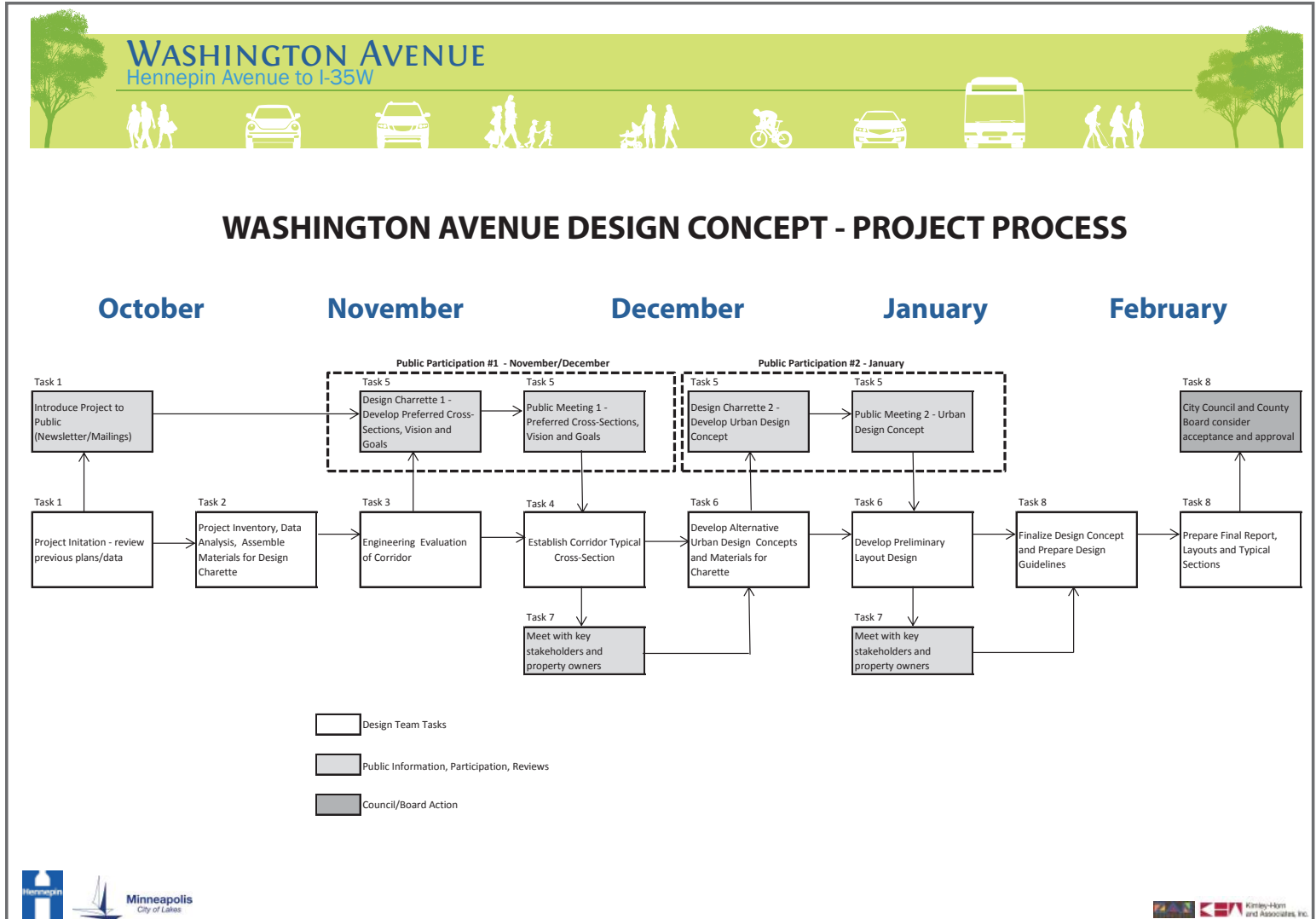
Appendix D - Alternatives from Charrette 1

# WASHINGTON AVENUE

Hennepin Avenue to I-35W

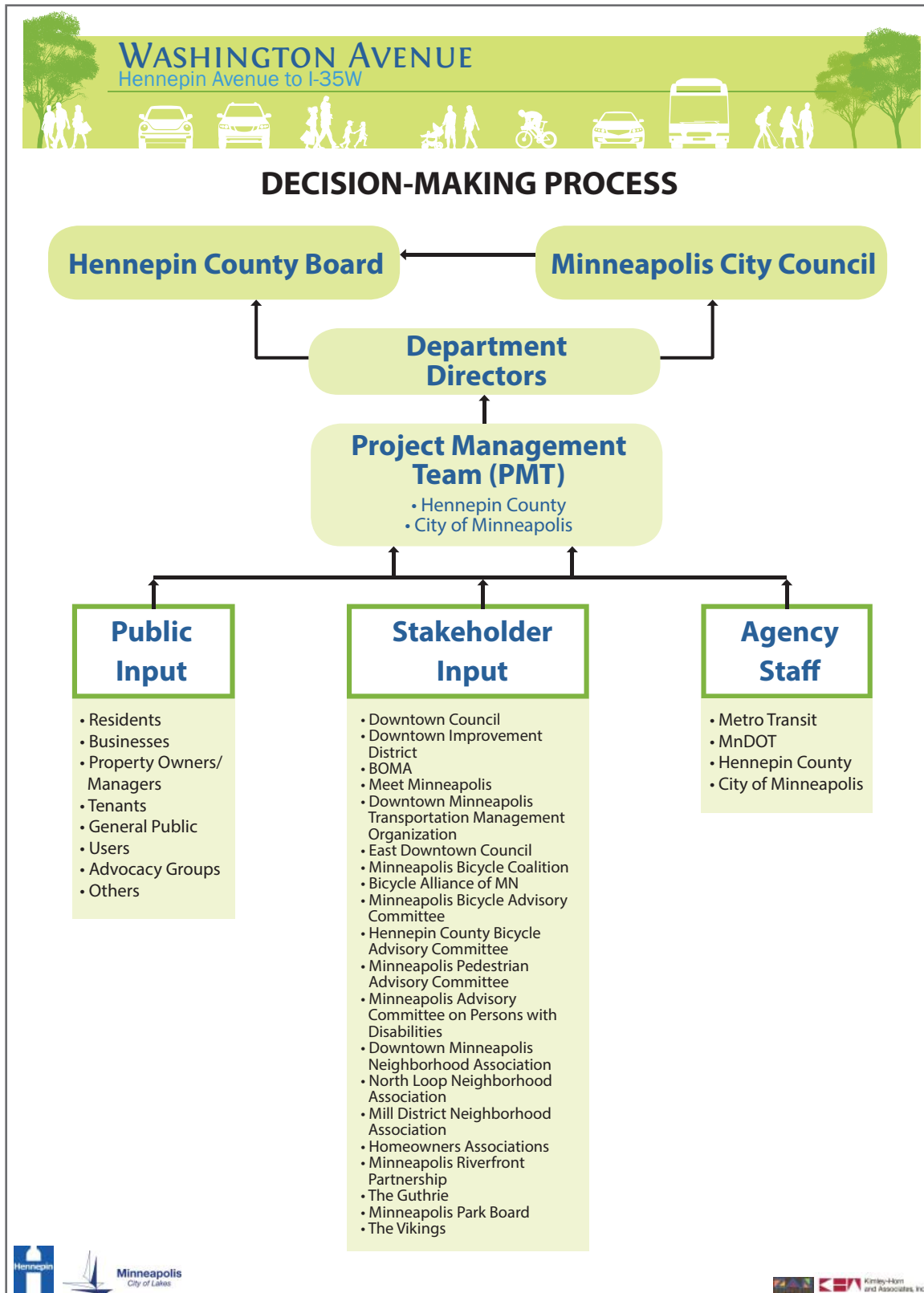
## APPENDIX A - Handouts and Display Boards

December 4, 2012



# WASHINGTON AVENUE

Hennepin Avenue to I-35W





# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## PRELIMINARY TRAFFIC ANALYSIS

### Based on Traffic Analysis Conducted in 2012

#### 2011 Average Daily Traffic

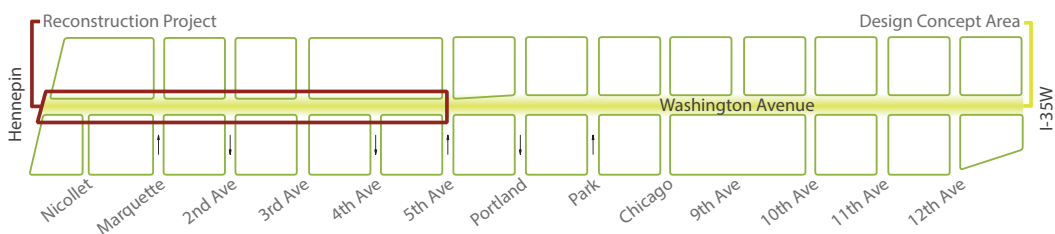
- 23,000 east of 5th Avenue South
- 30,500 between 5th Avenue South and 3rd Avenue South

#### Most Challenging Intersections Along Washington Avenue

- Hennepin Avenue
- 3rd Avenue South
- 5th Avenue South
- 11th Avenue South
- I-35W Northbound Ramp

#### Number of Lanes Needed

- 4 lanes with necessary turn lanes are anticipated to accommodate most traffic needs during *off-peak* periods.
- During *p.m. peak* period, most segments of *eastbound* Washington Avenue are anticipated to operate acceptably with two through lanes and turn lanes once the new 4th Street South freeway ramp to northbound I-35W is constructed.
- During *p.m. peak* period, *westbound* Washington Avenue between 5th Avenue South and Hennepin Avenue appears to support retaining a third lane.





## DESIRES FOR A FUTURE WASHINGTON AVENUE

### From Design Charrette on November 30

- **“Grand Boulevard”** (place that is enjoyable, beautiful, safe, comfortable, clean, feel of a community, more people on the street)
- **Landscaping – Green Space** (plantings, trees, plazas, small parks, vegetation, flower baskets, grass)
- **Street Furniture or Streetscaping** (plazas, public art, benches, gathering places, lighting, signing, bike racks, nicely designed fixtures and surfaces)
- **Wide and attractive sidewalks along Washington** (wider, greener, spacious, inviting to stroll, lively sidewalk scene)
- **New development** (condos, apartments, retail, restaurants, shops, grocery store, more businesses, higher density, all incomes) – note: development is not in project scope
- **Pedestrian connections to and across Washington** (shorter distance across street, bump-outs, better signage to river and downtown)
- **Bicycle facilities** (bike lanes, cycle tracks, etc.)
- **Parking** (more on-street parking bays, fewer surface parking lots, more off-street parking)
- **Slower traffic** (fewer traffic lanes, slower speeds, narrower lanes, traffic calming, less commercial truck traffic)
- **Improved traffic flow** (free-flowing traffic, less congestion)
- **Multi-modal** (pedestrians, bicycles, transit, vehicles)





## LIKES AND DISLIKES ABOUT EXISTING WASHINGTON AVENUE From Design Charrette on November 30

### Likes

- Easy to travel from one side of downtown to the other
- New development and the potential for future development
- Historic fabric of the area
- Pedestrian destinations along and near Washington Ave
- Connects North Loop and Mill City areas (fastest growing neighborhoods)

### Dislikes

- Hostile/unfriendly to pedestrians and bicycles
- Bleak environment – dark and uninviting
- High volume and speed of traffic
- Peak hour traffic congestion
- Lack of parking
- Barrier between east downtown neighborhoods/riverfront and downtown
- Barrier between U of M and downtown
- Lack of design consistency



# Charrette Exercise Outcomes

## 3 Scenarios:

- 110' ROW with a minimum of 5 lanes
- 120' ROW with a minimum of 5 lanes
- 110' ROW with a minimum of 6 lanes and right turn lanes

# WASHINGTON AVENUE

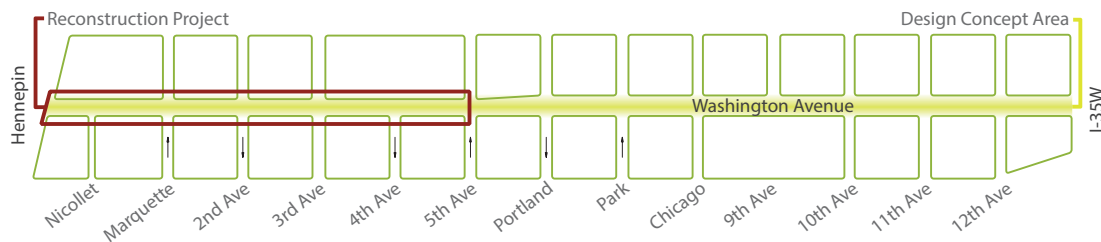
## Hennepin Avenue to I-35W



### Public Meetings

Two public meetings will be held to seek public input on the future design of Washington Avenue. At the first meeting in December, information about existing uses, challenges and opportunities will be presented and the public will be asked to comment on the implications and potential modifications of alternatives. A second meeting will be held in early 2013 that will seek public input on urban design features (streetscaping and landscaping) for the corridor. All residents, businesses, property owners and other interested stakeholders are encouraged to attend both meetings.

**December 4th, 2012**  
**5:00 pm - 7:00 pm**  
**Open Book - Target Performance Hall**  
**1011 Washington Ave S**



### Project Description

Hennepin County, in coordination with the City of Minneapolis, is developing a design concept for Washington Avenue between Hennepin Avenue and I-35W. The project will engage stakeholders to create a design concept for Washington Avenue that provides a safe, effective, and beautiful corridor for pedestrians, bicyclists, transit, and vehicular traffic. Reconstruction of the portion of the corridor from Hennepin Avenue to 5th Avenue is scheduled to begin in 2014. There are no plans to reconstruct Washington Avenue between 5th Avenue and I-35W at this time. However, the design concept plan will provide design guidance as future projects are identified and as funding becomes available. The process for developing the design concept is currently underway and will be completed in early 2013.

#### How can I stay informed?

- Visit [www.co.hennepin.mn.us](http://www.co.hennepin.mn.us) and search for "Road 152 Washington Avenue" to link to the project website
- Subscribe online to receive project updates and meeting announcements
- Attend public meetings and ask questions

#### How can I be involved?

- Attend the public meetings and share your vision
- Provide written comments by mail or email

#### Project Contact

Hennepin County Transportation Department  
Jennifer Lowry, P.E., Senior Design Engineer  
Phone: 612-596-0353  
Email: [jennifer.lowry@co.hennepin.mn.us](mailto:jennifer.lowry@co.hennepin.mn.us)



## Hennepin Avenue to I-35W



**Your feedback is important.** We welcome your comments on the Washington Avenue Design Concept. Please write your comments below and leave in the comment box tonight or E-mail or mail your written comments to:

U.S. Mail: Hennepin County Transportation Department  
Attn: Jennifer Lowry, P.E., Senior Design Engineer  
1600 Prairie Drive, Medina, MN 55340

E-mail: [jennifer.lowry@co.hennepin.mn.us](mailto:jennifer.lowry@co.hennepin.mn.us)

Name \_\_\_\_\_

Address/Affiliation \_\_\_\_\_

E-mail \_\_\_\_\_

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

## How can I stay informed?

- Visit [www.co.hennepin.mn.us](http://www.co.hennepin.mn.us) and search for ***“Road 152 Washington Avenue”*** to link to the project website
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# WASHINGTON AVENUE

Hennepin Avenue to I-35W



Hennepin County, in coordination with the City of Minneapolis, is developing a design concept for Washington Avenue between Hennepin Avenue and I-35W. The project will engage stakeholders to create a design concept for Washington Avenue that provides a safe, effective, and beautiful corridor for pedestrians, bicyclists, transit, and vehicular traffic.

Please provide your input by taking our survey before December 21, 2012:

- Access the survey by going to [www.surveymonkey.com/s/WashingtonAveDesignConcept](http://www.surveymonkey.com/s/WashingtonAveDesignConcept)
- Provide your comments by answering the questions
- Click the 'Done' button at the bottom of the page

For more information and to subscribe for project updates visit

[www.co.hennepin.mn.us](http://www.co.hennepin.mn.us) and search for ***"Road 152 Washington Avenue"***

**Project Contact:** Hennepin County Transportation Department  
Jennifer Lowry, P.E., Senior Design Engineer  
Email: [jennifer.lowry@co.hennepin.mn.us](mailto:jennifer.lowry@co.hennepin.mn.us)  
Phone: 612-596-0353

## APPENDIX B - Comments from Public Meeting 1

December 4, 2012

### Comment Cards

The following pages contain the verbatim comments received at Public Meeting 1.

- 
- Table 4 is the option of preference in my opinion
  - If the city goal is to double the downtown population, we need a place where families can feel comfortable traveling around (or through) the neighborhood. Cycle tracks on both sides are essential. Wide sidewalks are essential. Green space is essential. Families won't feel comfortable cycling on shared facilities, and delivery trucks end up parking in them anyway. Separated cycle tracks provide a safe, calm place to travel without the suggestion from motor vehicles to "keep up with traffic." Allowing more space for people to mingle and walk/bike slowly can completely offset any need for parking (in my opinion). What good for the community/businesses would it be if traffic is encouraged to speed by?
  - There is \*plenty\* of existing parking currently on side streets and in the parking garages that will probably go under new developments anyway. Signs directing drivers to public ramps will be sufficient—can work with validation too.
  - The northbound ramp from 4th Street to 35W that is planned fully supports the point further to make Washington more human-scale. The only major traffic that I see is currently the long line of traffic waiting to make a left onto northbound 35W. This will dramatically decrease and not be as much of an issue with the 4th Street ramp.
  - Thank you for reading! Check out my bus stop idea—[\*a depiction was drawn on the back of the comment card; the commenter noted that the drawing reflects that way that cycle tracks exist in Denmark and that they are low conflict, safe, and easy to navigate\*]
- 

The biggest problem with Washington Avenue today is that it creates a MASSIVE barrier between downtown and the river, rather than acting as a GATEWAY to the river.

My preferred way of making Washington welcoming and inviting is to reduce traffic lanes and provide other person-friendly amenities. Space for bikes (cycle tracks), trees, better sidewalks. Give humans (not cars) a reason to go to and be on Washington and the development and activity will come.

---

Clear vision for less focus on moving cars through. Priorities:

- Create a sense of place
- Connect to the river
- Make it easy, safe and enjoyable to walk along and across
- Continuous safe and inviting bicycle facility

Cycle tracks here will help meet many of the goals. Concerned about 6 lane segment with turn lanes—7 lanes—that is not consistent with the vision.

---

I feel very strongly about making Washington Avenue a more pleasant place to spend time, whether you're walking, biking, driving, or even just sitting there. I see reducing space dedicated to vehicles and increasing space dedicated to bikes and pedestrians. I think an off-street cycle track and pedestrian space can coexist harmoniously. I also favor this location for a cycle track because it's a high-visibility area and it could be a model or exposition for such facilities

## APPENDIX B - Comments from Public Meeting 1, Continued

December 4, 2012

elsewhere. I don't believe bike lanes would be a good substitution for off-street facilities given there will still be two lanes of traffic both ways. That's not a comfortable situation for riders. Connectivity to other pedestrian/bicycle corridors/public spaces is also important to me. Particularly, I would like to see Washington connected better to the river, Hiawatha Bike Trail and Cedar Lake Trail.

I think it is very important that we make Washington Ave a great place to be with more green space and slower traffic/easier crossings. We want Washington to help support redevelopment to the southwest like is happening along the river rather than being a barrier. Washington should also be a great biking connection for all types of people. I like the idea of a separated bike lane or cycle track options. The bike connection would bring together the West Bank/U of M and downtown—the two biggest bike destinations in the state. It would be an amazing addition. Thanks for thinking of this as a full corridor from Hennepin to the West Bank!

A clearly marked bike lane at 5' wide is critical due to the increased bike culture in Minneapolis. Quality streetscape with cultural identity, along with ample landscaping. Eliminate turn lanes where possible to reduce conflict and congestion. Ideal cross-section:

- Two 12' sidewalks
- Two 8+2' parking lanes
- Two 5' bike lanes
- Four 11' driving lanes
- 9+2' median

Need cleanup/landscaping on Washington Ave down by 10th and 11th (across from Aloft). The weedy median is a true detraction and negates a lot of the improvement. Trees would add a lot as well. The shots of these portions of the street where trees have been installed/planted (on the sidewalk) are quite inviting—as opposed to the 10th/11th street level—which looks blasted. I am shocked at how the bleak/nonexistent landscaping negates the whole area.

Another pain point is the regrettable parking situation. This hurts shopping, socialization, and visitor attraction. It has to hurt the businesses located in this area. There must be a concession to those loving and working in this area. The parking situation is a deterrent to the development and enjoyment of the area. More shops and businesses will not come in, without workable parking arrangement for customers. Not every establishment has – or can have—its own parking lot. This remedy is no quick and easy way to enhance the development of the area.

I work in the area and find the area to be very unfriendly to pedestrians. I would like to see pedestrian amenities improved first and foremost. The north and south sides of the Ave. should be more accessible to one another. It's good for business and will make people more willing to spend time and money in the area.

Also, as a bike commuter of course I would like to see better bike facilities!

I think Washington Ave. lacks character and uniqueness. People don't seek out Washington Ave. like they do other places downtown.

Improvements to make the street lively and accessible for people who don't necessarily live on the street (better parking, benches, ability for restaurants to have patio seating) will benefit a lot of people—including residents of the street like myself.

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

This will help the retailers on the street thrive and stay competitive compared to other retailers in Minneapolis because it will be a destination rather than a means of traveling. Besides people walking on it for Vikings games and the Zombie Pub Crawl, it's pretty dead but there is opportunity to make it lively because the location is so ideal (near Stone Arch Bridge, Metrodome, etc.).

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Thank you for asking! I love the improvements Minneapolis has made with "greening" up downtown. I want that to be continued and expanded. I want Washington Ave to look like a parkway. Trees and planting should be plentiful.

I am afraid for bicyclists in the present situation; especially in rush hour. There should be marked lanes for cyclists with clear signage for cyclists and cars. There are so many different arrangements for cycling lanes in downtown. It's hard to switch rules for a driver in a busy time.

If there was more space I would suggest additional parking but I don't see enough space to add parking without great detriment to traffic—cars and bikes. If parking is incorporated into the plan, I like the parking bay concept. The best option would be to have more parking available throughout downtown without the high ramp fees. People don't want to visit if the cost is too high.

For me landscaping is the most important part of the plan.

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Observation: Constraints of right of way means we can't accommodate everything.

Priority: Pedestrian and landscaping (median and/or sidewalk) to invite pedestrian traffic and nurture retail/restaurants.

What can be diverted/served elsewhere:

- If feasible route 35W traffic to higher volume routes associated with new stadium traffic design
- I am an avid biker and live in the neighborhood so I'm aware that we are well served by bikeways parallel to Washington: 2nd Ave, River Rd, 3rd Ave. Make bike accesses to/from the 35W bridge flow more naturally to 2nd and 3rd and similarly at other end of Hennepin. Use new Viking stadium plaza design to help bike traffic.

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This seems like a great opportunity to install cycle track bike lanes. Washington Ave is so wide. There's plenty of room and it would make it easier for pedestrians to get across.

Downtown doesn't have many trees so putting more in would be great. Plus, they'd make it so cars would drive slow and safer.

While I do bike on Washington Ave I think much could be done to make it safer.

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Thank you for explaining dramatic changes and improvements.

Concept drawing from Group #1 that shows a two-way cycle track 14' wide on one side of the roadway has the potential to be an outstanding world-class facility with the following changes:

1. Remove bike lanes from other side of the road to afford linear greens pace as buffer between the 14-foot cycle track and motorized traffic.
2. Decrease 27-foot sidewalk on other side of roadway to afford linear green space between 14-foot cycle track and sidewalk adjacent to it.

## APPENDIX B - Comments from Public Meeting 1, Continued

December 4, 2012

3. Put the cycle track and its green spaces up from motorized traffic—same elevation as sidewalk.
4. Bicycle signal heads for bikeway and protected signal phases to minimize crashes with turning motorized traffic.

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Given the many possible uses for Washington Ave and the need to beautify it, it seems extravagant to dedicate space for biking. 2nd Ave carries bike traffic easily and it's only one block off from Washington. Some kind of signage could direct bikers there.

I bike a great deal, including into downtown. I prefer, of course, a calmer street such as 2nd for sharing the road. I'm not sure I'd use Washington, no matter how it is set up, when 2nd will do.

2nd breaks up around Hennepin. It would be good to eliminate this obstacle.

- 
- Circulation: There is a need for car transportation; however, some question the need of three parallel bike lanes (2nd, Washington and 3rd streets). Why don't we flip the paradigm? Why do we need so many parallel car ROWs? My point: Vehicle size and speed could correspond to the urban grain, or fabric: highways carry large, fast-moving freight and cars and are fairly spread out. Arterials could carry cars, buses and LRT, while surface grid could be allocated to bikes, peds and scooters. Granted, this is a long way out, but the idea that we have too many bike lanes is a product of an antiquated perspective. Hope that helps.
  - Transit: This is, or should be, a very important transit corridor, connecting the vibrant street life of Hennepin and the East Bank/Riverside.
  - Street trees/landscaping: Downtown is a veritable desert where urban tree canopy is concerned (thanks largely to the popularity of the skyway system). Minnesotans pride ourselves on our verdant, if seasonal, landscape. Furthermore, there are climate change, urban heat-island effects and storm water mitigation opportunities to consider. Not to mention there has been an amazing development in research and implementation devices for urban vegetation in the past 10-20 years (Sylva-cells, etc.)
  - Practical pedestrian realm: While the sidewalks are 10-15' in many places, that space is largely restricted by out-of-scale street lighting and sidewalk degradation. Even with such a wide pedestrian allocation, there are relatively few places where it would be comfortable for two wheelchairs to pass each other, for example. Additionally, with an increase in urban living, there will likely be greater pedestrian traffic generation, and things like dogs and strollers to consider.

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Where is the scheme with 4 lanes in each direction? The right lane could be parking during non-rush hour and a right turn lane at the approaches to intersections.

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My primary concerns for Washington Ave are (in this order):

1. It retain existing or have improved facilities (access, control of vehicle speed) for bicycles;
2. More trees and/or green space would be nice;
3. I would support public art including artistically done benches, bike parking, etc.

I think the idea for a cycle track could be very good for less experienced bicyclists, tourists, or slow riders. However, unless it is done throughout, researched and allows cyclists convenient and safe options for left and right turns, I would not use it. If it requires me to ride < 12-15 MPH I would not use it. I do not already use the bike lane on 1st Ave as I am concerned that vehicles turning right do not see me if I am proceeding straight across the intersection or I will be forced to yield to these vehicles.

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

The new bike lanes on Park and Portland seem to be working as far as allowing cyclists to safely make right turns and move to the left lane of traffic for left turns.

I love this area of town, but photos of existing street are bleak. Whatever else happens, Washington should no longer be a barrier between the river and Elliott Park. Somehow, some way, there needs to be an inviting flow of pedestrian traffic between the river and current Metrodome area.

Obviously needed improvements in landscaping of Washington would not create such visual dissonance as you move from the natural area of the river and the buildings of the city. It would be wonderful to reclaim early public art plans.

As a psychiatrist, I am concerned about lack of family-friendly environment as you move away from the river (part Gold Medal Park). My grandson really misses walking to AMC Block E theaters—maybe they could be resurrected near new stadium.

I strongly support a separate “cycle track” bicycle facility on Washington Ave. Both to accommodate this facility and to reduce pedestrian crossing distances. I support removing one lane of through traffic in each direction.

I don't have a strong opinion on the design of the cycle track as long as it's physically separated and appropriately signaled.

I am very happy to see that there is an effort to transform Washington Ave into a corridor that is inviting to urban living, businesses, and pedestrians.

Of course, I would love to see:

- Wide sidewalks for cafés and pedestrians
- Public art
- Trees
- Traffic calming measures

Most of all, however, I would love to see a cycle track connecting the corridor. Currently it feels unsafe to bike down Washington. If done right, the cycle track can be the signature piece of biking infrastructure in our city. All over the country, from Chicago to New York cycle tracks are being rapidly installed. While seasoned bicyclists might not need them, the majority of people avoid biking because they do not feel safe. This would remedy this challenge. Even better would be to make the cycle track at the pedestrian level or separated by trees.

I am interested in seeing more affordable residential housing condos, lofts, and apartment to help populate Washington Avenue between Hennepin and 35W. This will bring more activity and stimulation to the downtown, more nightlife, dining, evening activity.

More options will help bring more people from the suburbs to spend their money with the downtown businesses. Private business owners will/should look to develop parking ramps. Eliminate flat lots and build more useful structures as mentioned above.

Thank you.



## APPENDIX B - Comments from Public Meeting 1, Continued

December 4, 2012

The health of our residents, workers and visitors needs to be considered in the design of Washington Ave. The current corridor is auto-focused and unwelcoming to pedestrians and bicyclists. The majority of plans appear to maintain that status quo and that is a missed opportunity to improve the avenue, the health of downtown, and the economy.

A well-landscaped avenue with pedestrian-scaled lighting will improve walkability. Year-round maintenance will be needed. We also have an excellent opportunity to provide cycle tracks on Washington.

Connections to other neighborhoods and areas within downtown will also be important. I live south of downtown on 38th Street and would love to be able to access downtown/Washington via Chicago, Park, Portland or Nicollet.

Please remove concrete medians only—plant trees on median and along the sidewalks. Some benches and bicycle racks would add to the beauty. Lighting—provide ambient lighting that is representative of our area. Lampposts with some consistent design.

As a multi-modal person (bike commuter, transit user and occasional car driver) I prefer an emphasis on a cycle track, wide sidewalk and green space. I would hope to see a long range plan for reduced traffic and speeds and a focus on making other forms of transportation easier.

I love the idea of turning Washington Ave, on this corridor into the most dynamic street in Minneapolis. Cycle tracks should be strongly considered along with extra greening—parking is less important as we focus on dense development and new condo and retail which should have underground parking—and on-street parking is available along parallel and perpendicular streets.

A strong “greening” aspect along with state-of-the-art cycle tracks will create an amazing avenue that will spur development and keep the mill district ahead of other downtown neighborhoods in design and functionality.

Observation: Currently Washington Ave discourages residents from shopping downtown. It is an unpleasant walk, dangerous bike and the bus service is unreliable.

### Priorities:

1. Implement reliable bus line from seven corners to north loop. Similar to the Mall—have future vision of trolley service (restaurants, residents, shops, Whole Foods, downtown)
2. Provide safe bikeway in each direction with a barrier to traffic
3. Implement low maintenance landscape—avoid benches

- Curb for bike lane? Snow removal—additional cost and ongoing operating expenses
- 2 most congested intersections, 3rd and 5th Ave. Emergency vehicle access to the river and new senior development in the mill district/mill quarter
- “Bike boulevard” on Second Street and surface parking on Washington for neighborhood businesses
- More rapid and easier cycling access to downtown
- Less congestion on Washington. Do not want a Michigan Ave like in Chicago as the area develops!!
- Parking- more development leads to less stadium parking. The idea that 739,000 fans on game day will use LRT is absolutely wrong!

- Washington needs more green, less pavement
- Move the green from the center to the side, to provide a buffer between pedestrians (and bikes) and the fast

# WASHINGTON AVENUE

Hennepin Avenue to I-35W

moving cars

- 3rd and 4th are the high capacity car streets, not Washington Ave
- Include “all cars stop” pedestrian phase for signals to protect peds from stupid drivers turning onto crosswalks
- Include some kind of “green bridge” from the library to the river (not necessarily a real bridge, maybe just very large green bump outs)

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This is a very exciting project and a lot of the ideas shown from the charrette look fantastic. I frequently visit this area of downtown and feel uncomfortable biking and walking on this street. It was difficult for me to pick one priority and only 3 priorities in the poker chip game because I think there should be a balance. Yes, I want cycle tracks the most but I also want it to be inviting and attractive to all users—residents, visitors, walkers, even drivers. It should be a major street in downtown and not just for cars.

- 
- Strongly in favor of bike facilities, (I actually like biking on Washington, but I’m experienced in traffic and many are not), especially bike parking
  - When considering lighting, PLEASE put reflectors on top of the lights to reduce light pollution
  - I actually think walkability and pedestrian facilities are more important for the grand boulevard vision—walking is what makes a street seem friendly and safe to me
  - Left turns can be a bit difficult on Washington (biking)—so help there would be welcome
  - Love Portland/Park

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What a great opportunity for the city and county to set a national example of a 21st Century street. Washington Avenue has huge potential to be a strong urban boulevard lined with more shops and residential uses, if only people are prioritized, not cars. Prioritized mean put first, in other words, plan for optimal pedestrian and bike experiences and then use whatever is left for the movement of cars. Compromising is not an option if Washington is ever to become a grand boulevard, as the mayor has pushed for. Cycle tracks, wide sidewalks, landscaping, and quality urban design need to happen here.

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As a property owner on a major artery for moving traffic from Hennepin Ave to 35W, it is imperative that movement of buses and cars as efficiently as possible is THE focus of the street improvements. Turn lanes are critical. Parking for businesses a must. Bike lanes are already provided on 2nd Street and 3rd Street and should not be included on Washington Ave. Streetscape improvements (trees, benches) can be accommodated without detriment to the most efficient traffic flow; bike lanes cannot.

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Bicyclists can move most efficiently through this area of the city by using the existing bike lanes on the lesser travelled 2nd Street, just as buses and cars can move most efficiently on an improved vehicle-focused Washington Ave.

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I work at the reception desk of an office on Washington Avenue where many customers talk about difficulty getting around downtown and reaching my office’s location. I believe that the most effective way to improve transportation in this area would be to encourage biking, walking and public transit use. Bikers are often intimidated by the traffic on Washington Ave and a dedicated bike lane would increase bikers’ safety and comfort. Wider sidewalks and better lighting would make pedestrians feel welcomed and make it more enjoyable to walk on Washington. A bus lane would allow the numerous buses that use that route to be more time-efficient for prospective riders. Out downtown is small and the answer to traffic is not to try to improve driving conditions (this is a losing game) but to put in place long-lasting solutions that encourage people-powered transportation and public transportation.

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## APPENDIX B - Comments from Public Meeting 1, Continued

December 4, 2012

At the risk of enraging many, I suggest diverting all bicycle traffic off Washington Ave to 2nd, and limiting car traffic on 2nd. I am a cyclist but thinking of riding in traffic on Washington scares me. Perhaps separation would yield more comfortable rides for both 2 and 4-wheeled transport.

1. Trees, other plantings to soften the view, calm traffic
2. Encourage as many residents as possible
3. Encourage much retail (cafés, restaurants, bars, stores, etc.) to make the neighborhoods attractive to residents, pedestrians
4. Can the street be attractive to both commuting and residential bicyclists?
5. Keep barriers (parked cars, buffers, etc.) between traffic lanes and pedestrians

Please turn Washington into a boulevard that is a nice place to be. Please make it safe to walk across and add a buffered cycle track.

Discourage bikes on Washington. They have bike lanes on 1st Street and 3rd Street. Much safer with less traffic on those streets for bikes. Need better parking options. Provide residents with an on-street parking permit. Also in residential areas provide more free parking on street after 6 p.m. and on weekends. Guests to my condo have to pay for parking until 10 p.m. and on weekends.

Landscape Washington Ave a little better. Much landscaping has been done the last few years on Washington Ave and it looks much better but more is needed.

Time the stoplights better. Traffic is jammed up on Washington and the lights turn red at some streets with no cars waiting to go on Washington.

Widen the Washington bridge over 35W so you have 2 left turn lanes onto 35W N. I know a flyover bridge to 35W N is proposed but so much traffic is on Washington Ave wanting to turn left onto 35W N.

I think that we have become too obsessed with bike lanes. I live downtown and own a bike, but think having dedicated bike lanes on 2nd Street S and 3rd Street S and West River Parkway eliminates the need for bike lanes on Washington.

I would like to see Washington Avenue more walkable and more accessible/connected to the river. As someone who works on Washington Avenue I enjoy walking to the river for lunch on nice days and even walk to the Stone Arch Bridge. When walking to the Stone Arch Bridge from my location I typically walk down 2nd Street because it is a more attractive/pleasant walk. The Stone Arch Bridge is a huge asset to the area and providing a more direct connection along Washington Avenue would be great.

I like the "grand boulevard" concept with landscaped medians and green on both sides. Not sure how friendly and safe that would be for bikers. I worry about mixing bikes with higher speed traffic on Washington. Bikers have safer lanes on 2nd Street S and 3rd Street S. We need to get trucks off 2nd Street which is becoming so residential and get them to Washington (especially the postal trucks).

The new ramp from 4th Street to 35W north should really help relieve congestion on Washington.

How can the new stadium be designed to enhance Washington Ave? I'm not sure but there must be some connection.

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

- Washington Avenue traffic flow is broken now. The first and foremost goal should be to correct this major problem with our important “connector”. Don’t do things to make it worse.
- There should be more traffic lanes and improved flow of traffic.
- We don’t need bikes on freeways nor on important “connector” routes unless there is room for them after they meet and exceed their main purpose to move traffic freely from one side of town to the other.
- Don’t hinder the development of downtown by trying to make this avenue a compromise that doesn’t solve the traffic problem.

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I feel like the businesses that are interested in making coming to enjoy the facilities downtown easy and attractive at night particularly were underrepresented. As a business owner on Washington Ave, I need to be able to attract people downtown in the evening. Evening parking issues make downtown inconvenient and more expensive (in addition to the extra high sales taxes) and less competitive. We need convenient, free, safe parking on Washington Avenue after 5 p.m. Night lighting for safe evening strolls by visiting tourists—from other places—or the suburbs need to be considered.

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Cycle track continuous from 35 (seven corners even) to west side of North Loop would help new urban minded residents in Mill City and North Loop make a safe, efficient east-west connection between hoods.

Soften, soften, soften, green, green, green.

Make getting north to south across Washington less intimidating to encourage future development in downtown.

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I certainly understand the need for safe and friendly bike lanes; however, I also understand the need to have vehicular traffic move freely in and out of downtown. If vehicles aren’t allowed to move freely we will lose our ability to get people in/out of downtown office buildings, hotels, and event centers. Not all roads should or need to be shared—look at freeways—not saying by any means that Washington should by any stretch be a freeway but we need to get vehicles in/out without standing traffic congestion which causes unnecessary frustration, time and pollution. 2nd Street could be turned into a very friendly bike lane area as well as the parkway. If we clog up Washington Ave it will just push vehicles to other streets and parkways that will further reduce the friendly bike areas. We all have our needs and need to recognize the needs of each other—I presume most bike users would like and desire a very safe and friendly bike area away from the vehicles—but the vehicles also need to be recognized as an important part of a vibrant and healthy downtown—we can create the best for both but not necessarily on the same roadway.

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#### Principles:

- Pedestrian safety and accessibility
- Landscape pattern through whole length
- But split parking bays so they are only from 11th-5th and none 11th-35W or 5th-Hennepin
- Would prefer both bike lanes from 35W all the way through town on 2nd Ave
- Make Washington gravel with trees, benches, public art and pedestrians
- Consider major traffic on 3rd and 4th instead of Washington

So—bikes 2nd with some traffic, green boulevard on Washington with some traffic, major route for cars and buses on 3rd and 4th.

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Washington Ave would be a great street for a cycle track as it is the gateway to both warehouse districts and the Mississippi River. In addition, it would enhance connections between the U and downtown. Let’s do this!

## APPENDIX B - Comments from Public Meeting 1, Continued

December 4, 2012

- It is desirable to have a way to better connect the Mill City district with the North Loop. To the best of my knowledge, there is no bus route that runs along Washington Ave from 7 corners to Hennepin or beyond. This would be a great addition to the residents of the two neighborhoods.
- Walking down parts of Washington Ave at night seems unsafe. The sidewalks are poorly lit, the concrete is cracked, and there are empty parking lots. As a female, it's not comfortable to walk this stretch of road at night.
- During the evening rush hour, the bus traffic heading to 2nd/Marquette is very backed up. The buses can sit at the corner through 2-3 lights waiting to turn left. Better turn lanes for frequently-traveled stretches should be considered.

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I have participated in multiple Hennepin County reconstruction comment processes in the past. They have led me to have little faith in the willingness of the county to respond to the input of the community, as in the past I've seen hundreds of citizens and other stakeholders spend many hours in the process, to then be ignored. It has seemed like they were required to do it and once the meeting was done, a box on the form was checked, and the comments were discarded.

## APPENDIX C - Comments from Survey Monkey

December 6, 2012 - December 27, 2012

### Open Comments

The following pages contain the verbatim comments received through Survey Monkey.

I think the first priority should be removing parking. There are plenty of garages and areas for parking around downtown. Streets should be for safe movement of people in all modes of transportation. Lanes can be narrower, which forces drivers to drive more slowly and cautiously, and these provides more space to walkers and cyclists. I also wanted to mention that just because other streets might be "better" or "safer- feeling" for cyclists doesn't mean that cyclists should be forced away from more direct routes. As a cyclist, it is not fair that I should have to increase the length of my ride by being redirected to a "safer" route. All roads in downtown need to be complete streets. I also support greening the street with trees, flowers, and shrubbery!

Washington Ave. is a main traffic thoroughfare and any improvements made should be auto/traffic related. There are plenty of other bike lanes available on other streets, the sidewalks are plenty wide and the landscaping that is already in place is good enough. Traffic flow on Washington Ave. is way more important than having a "boulevard" feel.

I would love to see this nearly car-only thoroughfare returned to a more people-friendly grand thoroughfare--both for walking, biking and other public transport (street car?). I'm eager to see our city revert to a more pedestrian-friendly place on all levels.

As Washington Avenue transforms into a more residential environment, the streetscape must be improved. It is industrial and dangerous-feeling as it is now, which is not good for bicyclists, pedestrians, retailers, tourists, etc. Trees, wider sidewalks and bike lanes are extremely important to make this a more hospitable environment for all.

Better, safer bike lanes send a message to the community and inexperienced bikers that it is okay to bike in downtown. It beautifies the downtown area and makes it a much more pleasant place to be.

I think Washington Ave has tremendous possibilities to thrive as a pedestrian and shopping boulevard. I favor fewer lanes for cars and better bike/walk facilities.

Their needs to be a street car on Washington Avenue connecting the future West Bank LRT stop with the North Loop neighborhood. To reconstruct the Avenue for any other reason would be silly.

This street is mostly empty 90% of the time. Please don't overbuild the lanes again, it's nonsensical to have 7 lanes on a street where people want to live and shop and work. Unless you're going to start landing airplanes on it, please build it appropriate to the current and future development of the neighborhood. Thanks.

traffic lights could be a little more in sync

I bike year long and use Washington to get to the campus bridge to go to St.Paul. This street needs healthy improvements for safe bicycle travel. All the city does.

a separated cycle track with green space as the separator would be aesthetically please to all modes of transportation.

This is a great opportunity to create state-of-the-art cycletracks along Washington.



## **APPENDIX C - Comments from Survey Monkey, Continued**

December 6, 2012 - December 27, 2012

Please create as an attractive, pedestrian-friendly corridor that is possible within the space available. If traffic was calmed and the space was more inviting, I believe businesses & retail would evolve to serve the dynamics of the demographics that an enhanced, pedestrian-friendly boulevard would attract. This corridor is a gateway into the heart of downtown, and as such, should set a tone and reflect the values and images that Minneapolis wants to present to visitors and residents as they enter downtown. It should be an antithesis (ie. 'palate cleanser') to the desolate freeways that cut it off the downtown from the surrounding neighborhoods.

Although having additional space for pedestrians and bicyclists, I believe that Washinton Ave needs to stay focused on providing better access for vehicles coming from 35W and making it easier to get from 35W to Hennipen Ave.

Question 9 is overly simplistic, because the pedestrian needs vary block-to-block. An 8' sidewalk would be plenty for the pedestrian volumes in some places, as long as it was truly a clear path of travel, with all street furniture and street-lights outside of that space. The important thing for me when I'm walking isn't the 'width of the sidewalk' (after a functional 6-8' width, anything more may just be wasteful excess.) The more important factors are the quality of the buffer between me and moving cars, and the quality & distance of the crossings at intersections.

Bike and transit improvements are the best investments that can be made to this street in my opinion.

I am a Twin Cities Bicycle leader who leads rides through Minneapolis and along Washington Ave.

I like the sidewalk from Chicago to 5th ave south in North side of Washington. I like the wide sidewalk plus uniform and nicer lighting and landscaping in that area; all the sidewalks next to parkings are not well kept.

questions 4 and 5 weren't clear on whether there could be one answer or more than one. i answered more than one. my real answer to question 6 is "yes, existing parking is enough" - i.e. its important to continue to have it but we don't need to add any. i don't think your choices matched the question.

I would love to see Washington Ave. develop into a " grand boulevard". I think that two largest areas to in

I have no idea what a parking bay is.

I typically walk to work and have been run into by cars twice in the past 6 months. I suggest banning cell phones or doing something to make the streets more pedestrian friendly.

need more off street parking for businesses. Dangerous down by Hennepin late nights. Would only go there for theatre that gets out by 10-1030 at night. Get rid of guns downtown, ban assault and multibullet guns in Mpls Downtown. Melt them down. The Downtown Ambassadors in the yellow green shirts are awesome, and I always feel safer and happier when they are nearby. They must be hired for their happy, smiley, positive attitudes. All who I meet are courteous, helpful, ready with CORRECT directions. ADVERTISE THESE PEOPLE and hire more. They are the best thing Mpls ever has done for downtown.

Wider sidewalks would allow for more trees and benches.

Washington Avenue is main thorough fair from 35w to the other side of downtown Minneapolis. When describing the

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

city, I can't think of another road from east to west that is utilized more than this by car commuters. To even consider taking up highly trafficked road lanes and turn them into a bike lane or landscaping improvement is completely absurd. We live in a GROWING city! We want to promote and bring business and consumers into the city, not away from it!! Taking away from the efficiency for automobiles from these main streets is one way to drive people elsewhere. There are numerous city roads spanning east to west that bicyclists can use. I myself, would like to bike to work from uptown Minneapolis at some point. However, I would prefer to bike in a specified bike lane that is on road that is less traveled. Not to mention, we live in a state that experiences winter almost 5-6 months a year. Are you really considering closing down traffic lanes to accomodate commuters that won't even utilized them for at least 3-4 months out of the year? I am honestly amazed that the City of Minneapolis is even considering this as an option. We live in a city that hosts more trails and is more bicyclist friendly than almost any other city in the nation, but lets not let this come at an expense to those actually using the roads the way they were intended. I hope you highly reconsider the decision to revamp Washington Avenue so that it caters to new landscaping and bicyclists as you will surely encounter outrage from local businesses, residents and commuters that utilize this road.

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Washington Avenue is already congested, we need to improve existing traffic flow - not cause more traffic congestion.

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none

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create a landscaped median on Washington Avenue that extends all the way down Washington Avenue to 9th Street North.

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Don't start new street projects until the others are taken care of. Hennepin needs help at Block E and further north. First Avenue is awful with those bike lanes. Ridiculous.

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I mainly drive a car, I definitely don't want traffic slower than it already is, Washington is a bit notorious for its traffic lights. But sprucing it up and making it more landscaped, and art laden of a drive sounds like a really neat idea!

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Washington should connect downtown and the riverfront. Right now it separates them. It is a dangerous, high-speed vehicle, no man's land during non-rush hours. (Rush hour drivers will fill whatever capacity they are given, so the lousy rush hour traffic should not be a concern.) I'm optimistic that we can make Washington Ave a compelling destination rather than a road to avoid.

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Washington Avenue planners should look closely at reducing the number of car lanes and increasing the space for landscaping, bicycles, and the potential for streetcars or other enhanced transit service. The street has many destinations, but is comfortable now only for cars. Other modes of transportation should also be improved and encouraged on Washington.

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Be cautious about street furniture as it just encourages loitering along Nicollet Mall.

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Washington is a major thoroughfare to get out of downtown for those of us who live on the north side and for those trying to enter 394. If you want a "grand boulevard" leave Washinton alone and change second street. It would be nice if someone with a brain would set up the traffic lights correctly so the traffic would flow smoother instead of stopping every block and backing up for blocks! Just go monitor the lights for a week in the evening rush hour. This does not happen in the morning.

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## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

Washington Avenue is a key link for connecting the West Bank of the University with downtown. It should be developed as such in keeping with the recommendations of the 2025 Plan.

I wish questions #7 and #10 in this survey weren't forced choice. I would like to see a more beautiful and pedestrian-friendly Washington Avenue, but I had to choose traffic flow as my #1 issue because it affects me more immediately as a commuter.

Washington Avenue provides the best car access to downtown to/from 35W north of DT. Any changes should not diminish this auto traffic access. We can create an enhanced corridor without limiting existing auto access to downtown. Bike / Ped enhancements should be in cooperation with auto traffic, not at its expense! Don't make the same mistakes made on Park / Portland!!!!

Washington Ave traffic at rush hour would be fine if the traffic lights and timing were better managed so the traffic continuously flowed. i.e. if moving along at 25 mph, you would "make the lights".

I do not think of a Grand City Boulevard as a thing to pass through quickly, like an interstate or highway. Instead, I imagine it as a place people become residents of, even if temporarily. How do you allow the temporary user (downtown worker, tourist, etc) to feel like a resident on the street? I believe a feeling of comfort comes from being invited to stay, and most of Minneapolis does not have enough public zones that invite users to stay and use the space. Instead, our perceived parks or public zones too often end up either as private property (corporate grounds) or a liminal zones like bus stops (Outside Hennepin Library) that do not invite a concept of "residency" to the user.

I love the idea of making a "grand boulevard," but making changes to Washington to don't improve traffic worries me. It's already very slow and stressful to drive home during rush hour on Washington (either direction.) And it is even worse trying to make a turn onto Washington while getting in the right lane to exit North onto 35W. Any changes that slow down or make traffic worse would be a disaster.

This is a key street to access the downtown area for me. I would not want to see traffic lanes reduced in any way.

You can combine public art with street furniture and bike infrastructure. Thanks!

We need more traffic lanes. Traffic is a problem when using 35. Getting in and out of downtown takes a really long time. Without traffic congestion I can get to and from home and work in about 25-30 minutes which is ok. When there's traffic, I add an additional 30+ minutes to my daily 30min commute one way. Additionally, MN is only sunny about 4 or 5 months tops out of the year. The rest is cold, rainy, windy, or snowing. I don't feel we don't need additional bike and sidewalk paths.

Need two turn lanes for 35W to begin around Chicago - 11th Ave. Thank you for asking our input!

The timing of the traffic lights is terrible and seems to be a significant reason for the traffic delays. This is the case for most of downtown, and makes it a less desirable place to come to.

Need to get rid of left hand turn onto 35E northbound in the evening.

Washington Ave. is a main artery for people to get access to their secondary streets. Trying to get into the turn lane for

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

35W north can be a nightmare at best during the evening commute. Many people get in the intersection and then are stuck there when the lights change and then no one going the other way can get through or onto the road. Timing of the lights could be improved to allow more cars going the rush direction and a second lane onto 35W north would be helpful.

Last Tuesday (12/11) the southbound ramp to 35W bridge was closed at rush hour by MNDOT for some reason, it appeared to be snow removal. This is my commute since the bridge was closed to automobile traffic earlier this year. What is normally a 10-15 commute using Washington Ave, and is now a 20-25 minute commute to HCM from UMN, to me an hour. This is one of the reasons that I believe that the Washington Ave bridge needs to be available for commuters between the University and downtown.

The Gateway Ramp sidewalk does not feel safe to walk at night - more lighting needed. If you are going from Hennepin to 35W the right lane is a waste because on certain blocks cars are parked and then this causes traffic problems as people in the right lane have to get over to the left and back.

Do not add bike lanes. Plenty of nearby biking lanes. We need more traffic lanes and less on street parking.

In the evening, traffic to turn left (north) onto 35W backs up for blocks to the west, creating hazards for everyone.

I think it's very important to provide bicycle lanes downtown, but combining the busiest automobile traffic routes with bike routes is a bad idea. Why can't we have dedicated higher-speed thoroughfares for automobiles downtown (with appropriately timed lights!) and parallel streets for bikes with limited automobile traffic (buses/taxis). I love biking, but not next to traffic. And Hennepin Ave with the shared lanes is horrible--I avoid it on bike.

The congestion between 11th Avenue and the 35W northbound ramp MUST be addressed. It is unsafe, causes reckless driving practices, and raises the ire of most drivers. The lights need to be adjusted, or there need to be traffic cops again, or there needs to be 2 turn lanes - something! I am thankful that I don't have to use Washington Ave for more than those couple of blocks. Creeping along it any further would drive me bonkers.

if the plan is for a "grand boulevard" then I'm of the opinion there should be NO on street parking to allow for traffic and bike lanes as well as landscaping along street and lane dividers. I think this is worthwhile project given the businesses and residential buildings along Washington especially with Whole Foods coming to Henn & Washington. I'm also of the opinion that the number of buses turning on & off Washington as well as driving on Washington is too many. I support public transit with the number of buses making stops and lane changes during rush hour I'm wondering if there is a way to reduce the number. Please investigate the left hand turn lane from Washington on to 35W North. This lane backs up frequently and can cause East bound Washington traffic to also back up as traffic waits to get into Left hand turn lane.

I work at HCMC and take Washington all the way down to North Minneapolis to get home. It takes WAY too long because it is so congested!

Coordinate the lights--its the only way to get to 35W north--don't slow it down--its bad enough as it is. It was awful when the bridge was down.

need to have more traffic flow to get on 35W to get out of downtown

## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

Slowing traffic down on Washington will improve flow and safety for ALL USERS, and make the avenue more friendly for businesses and outdoor uses. There has been a lot of investment to make the avenue pedestrian friendly, and the current configuration of the roadway is obsolete. You can't have it both ways. Putting automobile traffic on the same playing field as pedestrians, cyclists, and transit will better connect the road with the buildings alongside it, and serve the people using the buildings on the Avenue rather than those using it as a thoroughfare.

if bike lane added, please do not put the bicycle lane next to the curb with parking in the middle of the street like the lane on 1st Avenue! it is awkward and seems less safe than if car parking was next to the curb.

Don't add more bike lanes and take away traffic lanes. The city has already royally screwed up traffic flow by taking away traffic lanes and adding bike lanes on Park Ave, Portland, etc.

Washington Avenue should be for vehicles – getting to and from downtown quickly and efficiently.

While the "grand boulevard" concept is admirable it must also be fully accessible to people of all abilities. As Washington Ave is currently quite wide it is sometimes difficult for pedestrians to get across in one walk cycle leaving people stranded in the median with no safe place to wait or ability to request another walk cycle as there is usually no push button located at the median. I also hope that you will be sure that sidewalks are designed to provide ample travel space with no decorative treatments in the travel areas such as cobblestones or stamped concrete as these are detrimental to travel for those with disabilities. For me a grand boulevard concept means you want to give pedestrians greater priority than automobiles. If this is the case then you will need to make changes that accurately reflect that intention, such as longer walk cycles, safe landing areas at the median etc,

Quality of walking surface is important. Landscaping in center of street would be great.

I'm thinking of a truly monumental street like Michigan Ave or Park Ave that would convey a significant sense of place. We don't have that anywhere and this could be one of a kind in the metro area....It should have a beautiful connection to the 7 corners area and not be only about the connection to the freeway. How about a roundabout or something. Also plant two rows of large trees along the sidewalk or in the median...Please make it special. And flower planters like on Michigan Ave. This would be a way to connect the Mill district to the Stadium area. Slow down traffic to allow a pedestrian experience. Today it is not a very good experience walking along Washington because of all the traffic and lack of any Beauty.

The traffic light regulation on Washington is GARBAGE. It is impossible to drive more than 2 blocks without getting stopped for a red. Not surprisingly, this makes Washington ave the most jaywalked street in the Twin Cities.

I cannot describe how wrong I believe the decision to turn the roads over to rude, scoff-law cyclists has been. I support bike paths, but we cannot not turn Minneapolis into Amsterdam. I admire the lobbying effort done by this persuasive minority (by wide margins, btw), but we are now engaged in supporting a small, small group that will not grow substantially while creating serious problems for the vast majority of citizens.

NO bike lanes; that madness has got to stop.

I don't feel adding Bicycle lanes on Washington are feasible with the lights at every city block. Bicyclist would not stop at lights and bicycle lanes currently on 2nd with limited stops should be utilized/ improved instead.

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

Use of "roundabouts" would provide opportunities for landscaping, reduce traffic congestion, and improve safety.

Requiring quieter buses (Hybrid buses) or limiting large trucks would reduce noise and create a much better environment for Washington Ave.

More pedestrian friendly connection to 7 corners/west bank across 35W: land bridge across freeway trench.

Please think of and build for the future, not for current traffic conditions. There is nothing wrong with fewer traffic lanes. San Francisco is tearing down freeways, I think we can lose a lane from Washington Avenue.

traffic flow is difficult during the busy hours and before and after sporting events. Narrowing the lanes would be problematic for commuters coming from 35W or going to 35W.

The high-speeds on Washington Avenue by motorists concern me.

The street needs better lighting at night. As both a driver and pedestrian on that street at night I feel uncomfortable - I don't know whether drivers will see me or if I'm driving whether I'll be able to see pedestrians. And crossing the street can be rather terrifying because it's so darn broad

wider sidewalks and landscaping should be done together in a grand boulevard. want best pedestrian experience

I really hope that consideration will be directed at making Washington Avenue safer for bikes--I think it's extremely dangerous as it is.

Improve bicycling lanes to set new standard for all DT road reconstruction efforts.

Washington Ave is bad enough. There AREN'T businesses that need "street traffic" this ISNT Uptown!! Improve the traffic flow; it is a major headache!

It seem slike ther is a bias toward the grand buolevard concept catering to walking and biking. This is th emain artery for traffic from 35W from the north into downtown. This key element must be the driving force on any improvements.

Reducing lane widths and eliminating on-street parking to make room for bike/ped facilities, turn lanes, etc. would balance Washington's role as a collector and a grand boulevard.

Washington Ave right now is only designed to convey car traffic. It is mostly unpleassant as a pedestrian experince and unsafe for bicycles. Street improvements can help but the real key are the buildings and the way they engage the street to create a lively and rich people experience - making people want to be Washington Avenue. Right now the street is alientaing to the pedestrian experience.

Although I like the idea of making the City more livable, the new on street parking and bike lanes added elsewhere have created tremendous traficc jams. For the sake of a few bikers and shoppers, our Company has started talking about whether downtown is where our office should be. We have 250 people who need to get to work every day and it seems like the City is restricting vehicle access avery year.



## APPENDIX C - Comments from Survey Monkey, Continued

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Timing of traffic lights and turn signals are poorly matched. Only 3 cars can make a turn on the left at 11th. Then every one overruns the intersection trying to get to the freeway. This is a freeway access point. I use the road twice a day. There are very few pedestrians that cross the road however pedestrians do use the sidewalks and walk the length of Washington on one side as it connects to the U. Bike traffic is used to connect to the U. I see more pedestrian crossing the closer Washington ave is to downtown. Game crossing is the only exception for events.

Vision of space that will be used for recreation, not cars.

The concerns for Washington Avenue should be the heavy stopped traffic during rush hours. It is impossible to get around on it. The traffic jam relates to the cars not bikes or walking. We need to keep and improve the flow of traffic in and out of downtown by making Washington Avenues traffic congestion improve.

I am a cyclist and believe that reducing the number of traffic lanes on Washington Ave would be a mistake. There are bike lanes on 2nd, 3rd and 4th that work great. The only place I'd like to see an addition of a bike lane (or bike bridge) would be to cross 35W.

Whatever is done, the lanes -- whether they be for autos, bikes or parking -- must be more clearly defined and consistent. There are too many spots where a driving lane all of the sudden becomes a parking lane, and you've got idiots waiting too late to merge, and end up causing accidents or making the road unsafe for everyone. I think a little bit of everything is needed to fix Washington -- some trees/landscaping, clearly defined bike lanes, wider sidewalks, and parking bays. Also, more lights or something to make it a more inviting place to travel, since Washington connects so many parts of the city together.

In general, wider sidewalks with more green landscaping would improve the environment significantly. Although it is an imperfect comparison, think of St. Paul's Summit Av as something of a goal!

Its nice to add all the amenities but safer street crossings that didn't impede traffic would do a two fold service...

This is a total waste of our tax dollars, it is far from broke don't fix it. The bike trails are 1 block away. REALLY, this should not even be worth a survey.

For # 10, clearly you need some of many of those categories. You can't have a wide, empty sidewalk with no street furniture or landscaping - that would be uninspired, uncomfortable, and there would be no where to stop and enjoy it. Given that, I think Washington is very bleak right now. I would add street furniture and landscaping. It is quite full of concrete and could use some greenery to attract people, provide shade, and a separation for potential outdoor activities.

A very large percentage of the people that use Washington Ave on a daily basis do so because of the need to get to their jobs or their work places. Traffic delays are already an unfortunate reality and by reducing or minimizing the flow of traffic a tremendous impediment will be created causing people to not want to use Washington Ave, at all. Just by constructing more bike lanes will not likely increase bicycle traffic because they already have other options available to them.

As an employee of a Washington Avenue business who walks 4 blocks along Washington from the bus stop everyday, I see the biggest obstacles to this being dangerous intersections, which are bicycle and pedestrian-unfriendly (particularly



# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

on 3rd ave). During rush hours, it is nearly impossible to bike due to stopped traffic in all lanes and no clear bicycle lane. As with other bike lanes such as on Hennepin and 1st Ave, adding a bike lane on Washington would have to be separated from the street in some way in order to not be clogged with rush-hour traffic and, therefore, unusable.

Not interested in having my taxes increased because decision makers feel it's necessary to purchase ornate light fixtures, art work, and fancy furniture which inevitably ends up getting trashed because people don't care. Thanks for listening!

There is no question that we need to make Washington Ave a more vibrant area to be and spruce it up a little to make it appealing to visitors to our city. but in the same right we need to make it easily accessible for the people who use it each and every day. we need to clear up the congestion on the roads so that we can get to work in a timely fashion and also make it easily accessible for the visitors that are coming for business or pleasure to easily find their way around downtown and have a nice area to walk thru to get where they are going.

I feel it is important that what you consider Washington Avenue improvements extend into the North Loop area. I feel this area has limited transit options, which is unfortunate with the amount of office space and residential units opening up in the area.

The traffic on Washington Ave is terrible most of the day. Washington ave is vital artery to get in and out of downtown quickly and efficiently. Additional impediments and obstruction to this roadway should not be done. The River Road and other nearby routes should be encouraged for bike travel.

Washington Avenue needs to be an easy, quick and efficient entry to downtown for downtown to remain a vibrant business and entertainment center.

I think the idea of a "grand boulevard" is nice - however, Washington is a main thoroughfare into and out of downtown Minneapolis and I believe the focus needs to be on improving the flow of traffic rather than narrowing the street and increasing congestion with wider sidewalks and an additional curbed bike path. There are many options for bikes running parallel to Washington, the sidewalks are adequate and as it is, the street is TOO CONGESTED.

The traffic on Washington needs to flow better and not be congested by pedestrians and bicyclists.

We need good access into the core of downtown and Washington Avenue is one that needs to remain clear for vehicular traffic so cars can access all the shopping, restaurants and other attractions of downtown.

Washington Ave is a main artery through downtown. It gets busy and has a lot of traffic as people use it to get to I 35, hwy 55, and I 94. It would be a mistake to limit the amount of traffic lanes to less than it has now.

Please do not make Washington any narrower than it already is. This is already a tough place to travel with all of the public transit please do not make it worse!!

The alleviation of traffic is much preferred than "going green," which will only cause more problems, as is the case on Park and Portland Avenues.

Rush hour is a major objection, with too many stop lights, too slow moving out of town.

## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

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Any improvements other than making commutes more efficient will strangle commerce along Washington Ave.

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Please do not make Washington ave any more congested than it already is. it is one of the few remaining arteries into and out of downtown and I think reducing the lanes of traffic on this street would be detrimental to the viability of downtown. We have enough bike lanes available on other streets.

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I would like to improve upon the traffic flow to and from downtown and I believe that Washington Avenue needs to have better traffic flow. There needs to be a way to reduce congestion and I do not think there should be a bicycle lane on Washington Avenue.

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Please improve traffic flow and congestion. No bike lanes.

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We do not need parking, bike lanes, trees, a park, or anything else along Washington, there are plenty of garages less than a block off, the sidewalks do well for the amount of foot traffic, and biking is available on every other road that is less traveled. We need traffic flow. What would be the point to redo Washington if the main focus of the renovation would be to make it 'flow'. It is backed-up, slow, I avoid it with all costs even though I work on it, and HAVE to use it, I hate how congested it gets.

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The redesign should be very aware of moving pedestrians around on game days/events and be transit oriented. "Downtown East" is poised for a renewal with recent developments (Guthrie, Mill District, LRT, etc.). The masterplan should consider ways to accommodate game day/stadium events. Could a public/private partnership be formed to create an event center at the Armory? How could parking happen on the periphery of the city, with shuttles into the stadium area? What event spaces could be created that would be responsive to the desire for "tailgating" experience without establishing that surface level parking lots be sacrosanct for 8-12 days a year tailgating? A meaningful Washington Avenue redesign needs to find creative ways to infill surface lots with mixed-use buildings, facilitate stadium events, and not hold surface parking as sacrosanct.

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I have worked downtown for 8+ years and always carpool. I previously worked near the Gov't Center. I am astounded at the ridiculous traffic congestion on Washington Ave. and the alternative routes are only slightly better. There is no good way to travel on or around Washington Ave versus the heart of downtown!

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More lighting would be nice. In addition there is a very bad sewer smell along Washington near Caribou, Corefit and dancing statues for about 3 blocks towards 35W.

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During rush hours, traffic levels and speed east off Marquette are generally acceptable, but the segment between Marquette and Hennepin is very congested and slow. For the reconstruction, I prefer to see Washington Ave. redesigned to accommodate a streetcar in the future rather than by adding bicycle lanes or lots of landscaping. In addition, this is an urban street with vastly different context and character along different sections. Please respect this fact. For example, along the segment between Marquette and Hennepin there is an outstanding collection of nationally important Mid-Century Modern buildings with large plazas and landscaping. Therefore, along this stretch of Washington Ave., the street should reflect this Mid-Century Modern design aesthetic. The area between Marquette and I-35W has a much different character. It is characterized by a number of wonderful historic buildings built out to the lot lines, along with some well designed, but also a lot of poorly designed modern infill. Along this stretch, the historic buildings should be celebrated and highlighted. Therefore, along this stretch of Washington Ave., the street would be best enhanced with

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

street furniture, such as ornamental lighting, benches, etc., rather than with lots of landscaping, which seems foreign and inappropriate with the context and setting of this section of Washington Ave. For example, eastbound from I-35W, please make a concerted effort to maximize the visibility of the Milwaukee Road Depot and Train Shed, which are visual icons along this section of the street.

Wash. Ave. is a road first and foremost and therefore traffic flow should be top priority. Sidewalks should go to the curb so that snow can be removed for convenience of people getting in and out of cars. An alternative connection to 35W would reduce congestion.

The survey has a limited viewpoint and does little to allow for input for on the experience of the street. I hope their will be future surveys during design to allow folks to weigh-in on options.

You will kill my business and force my business, employees and tax revenue to the suburbs if you reduce the car/truck lanes. These bike lanes are killing the service business in downtown. Bikes are for parks...this is Minnesota. (ps my sister was killed in bike accident in CO this fall. She pulled out in front of a car!) I can not run a business out of DT with this congestion ... you want business and services?...we can not ride bikes to service our customers!!!

add brighter lights so it's safer at night

A combination of landscaping, wider sidewalks, and a bike lane is must to create a grand boulevard.

From a traffic perspective, it may be best served to use some of the larger one-way roads(4th & 3rd) to divert traffic from Washington Ave. To improve Washington Ave for pedestrians: A) Wider sidewalks B) Better lighting and C) Removal of poorly lit(dangerous) & asthetically displeasing parking lots.

My husband and I have worked and lived in the Mill District area for the last 5 years. We love the area, however Washington Avenue is a bit of an eyesore. In order of priority, I would rank (1) ease of traffic - as a major conduit into the city for buses, commuters and for city dwellers, it's important to keep vehicles moving and the road as uncongested as possible. This is important to keeping our "neighboring" roads of 2nd Street more pedestrian friendly. (2) Improve the "feel" of Washington ave and make it a more accessible, open, inviting place as a window into the city. Slightly wider sidewalks with some trees would make it more inviting and feel less like the rundown area of its past. (3) Make street parking available where it's needed - in front of businesses such as the Caribou/Fit 501 Club and in front of key workplace buildings that have drop off/pick up traffic.

Islands with landscaping are great as are parking bays that neck the street size at intersection making it friendlier for pedestrians

CNU has great resources about designing walkable streets and promoting mixed-use and transit-oriented developments along the corridor. Please check out <http://www.cnu.org/streets> for details, and please contact CNU's Planning Director Heather Smith ([hsmith@cnu.org](mailto:hsmith@cnu.org)) for planning/design support.

Walkable areas with natural break points (e.g. benches, art, bike racks, etc) seem very important but the biggest key, in my mind, is having destinations to walk to/other organic reasons for people wanting to be on Washington. Parking lots and the buildings that ignore their relationship to the sidewalk (and have nothing at street level) are the biggest problems in my mind. But, that is not a problem a government can address (or have the ability to address) outside of

## APPENDIX C - Comments from Survey Monkey, Continued

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zoning/et cetera so I applaud these efforts.

I actually think street furniture, landscaping, public art, bike facilities, traffic mobility and wider sidewalks are all important in many respects. Washington Ave is very dreary and need more innovative use of color.

Need to be focused on being pedestrian friendly. Need to get traffic further away from buildings.

1. This is a street, not a road, so focus on amenities that serve adjacent land uses such as sidewalks and greening, etc. Don't worry about people's "commute times" on Washington -- if it gets slower, people will find alternate routes (including the new ramp from 4th Street that is being built). 2. Please consider advocating for a full move of the Washington interchange at 3rd/4th St down the line... something like this.... <https://dl.dropbox.com/u/16815944/dte-redone-rev1.jpg> This would allow for connection of Washington Blvd to Seven Corners and would greatly reduce the use of the street as a car sewer for traffic heading to 35W. 3. Has there been any consideration of a multiway boulevard treatment for the main downtown segment? This seems like it would be most accommodating of adjacent land uses and provides a flexible framework (slip lane or no slip lane, etc) for future development OR widening of sidewalks. 4. Streetcar someday???

regarding #5: the sidewalk experience is only OK. pedestrians need greater buffer from vehicles. trees, large planters, public art, etc would help. awnings off of buildings for protection from sun and rain would be a plus, so would bump outs at corners for better pedestrian sightlines before crossing. how will you resolve sidewalk width along the depot - and the rain/snow/salt spray from vehicles that hits walkers?

I would recommend making multiple forms of transportation a priority- including pedestrian, biking and public transport. Also create a boulevard feel and add public art

This road is the primary gateway to our city for out-of-town visitors, as well as people from the suburbs who rarely come downtown. The city should be looking to make a BIG impact here with modern design, rain gardens, attractive lighting, pedestrian/bike accommodations - but this can't all be at the expense of auto traffic, as this area gets so busy. Could be great in conjunction with better freeway connections by the new stadium.

Please turn this into a grand boulevard that serves the future population living IN downtown, not those that go through it.

Please note the problem with wording of question 6 or the answers. You ask for whether it is important to CONTINUE on-street parking, but to answer yes, one must choose between parking bays (which I'm not sure everyone understands), or More on-street parking. The "keep same amount" option begins with NO, which makes no sense.

Wider sidewalks are critical. Trees are essential (shade, traffic calming, reduced heat island effect, aesthetic, etc). Ideally silva cells would be installed to allow trees to reach maturity. Simple, transparent, easily maintained street furniture would be great; current concrete & wood benches are dirty, brown shelters are ugly and lack info, lighting. Corner bump-outs would be great; would help to reduce the vast distance from one side to other. In an ideal world, two lanes in each direction (narrow lanes for cars - not these preposterous highway lanes), wide sidewalks, trees, streamlined street furniture, zebra striped crosswalks, walk signals with countdowns and generous crossing times, lower speed limits, granite curbs, brick sidewalk pavers, and a parking buffer separating auto traffic from the pedestrians on the sidewalk.

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

Some of these are false choices. We need more than landscaping. Furniture, bike amenities and transit are all critical to creating a grand boulevard. And the landscaping has to be more than some trees in concrete planters that die every five years. Landscaping should include sustainable native plantings. Please also look at reworking the interchange with I-35W. There are some good ideas here: <http://www.urbanmsp.com/viewtopic.php?f=13&t=978>

Adding the new I-35W Northbound ramp from 3rd street will be very helpful. Also consider what Columbus, OH did to the N High St bridge over I-670 for the 35W trench to Seven Corners.

More needs to be done to Washington Avenue than simply adding landscaping/plantings if the city really wants to create a truly beautiful boulevard for pedestrians/bikers - wider sidewalks, pedestrian lighting, better signage directing to attractions - river, Guthrie, Nicollet Mall, etc., and public art. Landscaped, lighted medians also should be incorporated. Look to Chicago for inspiration, especially redesigned Congress Blvd.

There has been a fun discussion about Washington Ave and its relationship with the West Bank going on over at UrbanMSP. Said discussion really heated up in the past day or two with the posting of one member's design concept for redoing the whole Washington/3rd/4th interchange with 35W. While it doesn't entirely relate to this survey, there certainly is some mutual interest, especially when it comes to extending the "grand boulevard" across the freeway. It is worth taking a look: <http://urbanmsp.com/viewtopic.php?f=13&t=978> (aforementioned concept starts on Dec 3/ mattaudio). Full disclosure: I'm the guy who turned his idea into the fake Google Maps.

Landscaping that doesn't grow due to poor soils and salt is so sad, it is better to skip it, and put money into art.

Washington needs to be easier to cross as a pedestrian. I'm fast and I barely get across the street in time, at Portland, as walk signals are too short.

I think we have given up far too much real estate to the bicycle community. There are plenty of parallel bike lanes on nearby streets.

Love the idea of a landscaped boulevard with trees and plenty of space for pedestrians, outside restaurant seating and a dedicated bike lane.

Complete streets please. Less orientation to cars and more to busses, bikes, walkers, public art, trees and even some turf or infiltration areas.

Walking on Washington is difficult because of the exhaust fumes. I think there should be fewer driving lanes, wider sidewalks, and a safe bike lane. As it is, I choose not to walk or bike on Washington, mostly because of exhaust fumes and safety concerns.

While I'm a bicyclist and do use parts of this corridor often, I enjoy biking on adjacent streets and it is not unreasonable to go one block for an existing bike lane. The pedestrian realm is what needs to be addressed - in some areas it not comfortable at any time of the day/night because of the lack of division between the pedestrian and vehicular spaces.

I think bicycles should be encouraged to use alternative routes, NOT Washington Avenue.

One of the problems I have with Washington Ave is its lights. This is the way it goes---the light I am at changes to green



## APPENDIX C - Comments from Survey Monkey, Continued

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and only if I have a high-tech super speed car, am I able to make the next green light. I don't have one of those (plus, I would guess that wouldn't be safe). So, this means that as I drive down the road I go about two block from one green light to one red light...this then is repeated....Because of that, I often avoid Washington Ave and take 2nd or the River Road. I'd also like to add that I like what St. Paul did on Marshal---by the Lake Street bridge. (I think MPLS did something like it on Lyndale), where there are trees in the center of the road. The shade is great and it's nice to have decrease the amount of pavement we have while adding green areas.

Traffic regulation on Washington is vary sporadic. I've often had cars turn in front me when walking and had more than a few almost hit me crossing the street.

I often feel unsafe crossing the street at Washington and 5th, particularly on the West side of the intersection. I can't count the number of times I've nearly been hit by drivers who are turning left from 5th to Washington. Also, the snow removal from the ramps from the street to sidewalk is nearly non-existent, causing pedestrians to have to either climb over huge snowbanks or wait for crosswalk signals in the street. Very unsafe.

A bike lane is absolutely necessary for Washington Avenue.

An improved Washington Avenue for pedestrians and cyclists will help facilitate a unified corridor between the North Loop area and the I-35W area and encourage continued develop in this area and a more vibrant Minneapolis generally!

The biggest problem to traffic flow along Washington Ave is the traffic lights. The lights are times to have traffic stop at every intersection instead of providing a constant flow of traffic. This is my number one priority all through out downtown.

It would be better to have single lane traffic (going from 3rd Ave to Seven Corners) instead of how it is now when the right lane just suddenly disappears because cars are parked in it.

I do bike to work from Edina in the summer, and try to avoid biking on Washington because (1) I can and (2) I am never comfortable biking there. I would love to see bike lanes on Washington, but they have to make sense. Whatever you do, please consider the Edina well-intentioned fiasco. The bike lanes designed for Wooddale ave in Edina changed our experience of biking there from pleasant to scary and confusing. It is important to have well demarcated CAR LANES, not just bike lanes. What is happening in Edina is that the cars have no idea where they have to be (some weird designer decided to get rid of the center dividing lane so the cars tend to drive in the middle of the street). Do make car lanes clear and consistent. The same thing is happening on South Portland Ave. - which I don't longer use because the poor demarcation for car lanes is making our biking there pretty unsafe.

Question 6 makes no sense. The question "Is it important to continue to have on street parking on Washington Ave?" One of the answers is "No, the existing parking is enough" So "NO", its NOT important to continue having parking on Washington? This survey needs to be re-written by someone who can pass ninth grade English

The heavy rush hour traffic S/E bound could be improved by longer and/or coordinated traffic lights at 10th, 11th, 2 35W ramps and "5 corners". Would like to see more traffic police helping to clear the area after Viking games.

Bicycle lanes are most necessary between 11th avenue and I-35W, when riders have no other option but Washington Avenue. High visibility is very important as the area is full of anxious drivers exiting and entering the highway, many of

# WASHINGTON AVENUE

Hennepin Avenue to I-35W

whom aren't experienced in driving downtown and around cyclists.

I think it is very important to keep Washington Avenue a good route for all traffic in and out of the city both north and south of Hennepin Ave. Downtown does not have enough streets that move efficiently. First Avenue is not a good example-dangerous for bikers and drivers. With the Viking Stadium there needs to be a safe, wide and relatively easy in and out to the downtown area. Bikers and runners can use the River Road or 2nd Ave, which are beautiful!!!

I both drive and bicycle on Washington Ave. I believe four lanes are plenty. The biggest danger to all, and delay of traffic is allowing curb lane to vary between parking and driving. This creates constant merge slow downs, and serious danger for bicycles. Four lanes, trees in central median, and left turn lanes t some but not all cross streets. Limit left turns to more major streets. Keep traffic signals turning at fast pace to allow cross traffic to merge. Enforce keeping intersections clear laws.

Washington should not be turned into a biking street. There is already a great biking path established a few blocks away on W. River Parkway and adjacent connectors. Traffic mobility is horrendous already, and if you shut down another lane on Washington, it will add to the congestion that already exists on other parallel routes. Also, if someone would get a clue on how to sequence traffic lights on Washington and parallel roads, we could cut down enormously on congestion!!!!!!

There are sidewalk up and down on either side of Washington Avenue for pedestrians and bikers, there is so much congestion on Washington as it is today that to reduce lanes of traffice would NOT BE A GOOD IDEA!!!!!!

I'm not sure what the vision for grand boulevard means.

Significant changes in commuting time on Washington Ave seems likely to drive commuters to W. River Rd as an alternative. That's not a pro or con by itself, but should be taken into account.

I also think public art, street furniture and more bike friendly lanes important.

Washington Ave. is wider than it needs to be; a persistent center turn lane is not necessary. It has the potential to be fantastic for pedestrians and cyclists but large parts of it still dont feel safe or welcoming.

NO bicycle lanes on Washington...PERIOD!! 2nd and 3rd streets are great choices.

The businesses and area around Washington are deserving of a "grand boulevard" with nice art, furniture, and landscaping!

Many cars on Washington Avenue do not play nicely with bicycles. In the past 5 months, I've nearly been hit by a car twice while heading away from downtown on Washington at 4th Avenue - the cars were turning right and did not allow me to get through the intersection before turning. There should be better traffic enforcement and more visible signage to alert drivers to bicyclists. Additionally, the Depot has yet to shovel its curb cuts at 4th Avenue, making it impossible to cross Washington at that intersection.

As an experience bicycle commuter, the shared-lane (sharrow) in the far right lane works just fine for me at this time.

Please add bike lanes!



## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

I've heard a lot of boo-hooing about old buildings being torn down near the west side of the Hennepin Ave Bridge in the 1960s. I think that they were completely correct in doing this. The old buildings were put up using materials that are now old and crumbling and pose a threat of danger to those who now live here. They are made of clay brick that is a century or more old and are often multiple stories tall, but are without steel beam construction. If they were to be built today they would not pass code requirements for safety or health department requirements. Another reason to be careful with plans for downtown is the potential for problems with rats from the area of the River---At my condo building we have had to have exterminators regularly to avoid this because of indoor dumpsters---We have a rapidly increasing population and increase in the number of food venues, and esp. with food trucks in warm weather, and, the associated increase in garbage left in street-placed trash containers. This will be an ever-increasing problem here as a source of vermin just as it is in New York City, currently.

For #9, if a bike lane instead of a vehicle lane is closest to sidewalk, sidewalk could be narrower in my opinion. For #10, I'd like to see green space through landscaping, and public art often characterizes a neighborhood, highlights its' uniqueness and helps establish landmarks, however without infrastructure which encourages bicycle and other alternative transportation use, congestion is only going to get worse and then people will avoid coming downtown unless they absolutely have to.

I would like to see all streets be bike accessible and safe. However, what Washington needs is a major greening up in the blvds and wider more consistent sidewalks for pedestrians with nice landscaping, I don't think it needs much street furniture. People won't sit and watch traffic on Washington. Public art would be better than benches but in general the street needs "beautification"

Now Washington Ave is very car-oriented. I would like to see it work better for those not driving. Also, it should be more attractive with lighting, landscaping, etc. Now it's not really a place I want to spend free time. We can do better!

I'm not in favor of special lanes for bicycles.

Follow your Complete Streets Policy and you'll be fine. The Minneapolis community wants complete streets, and Wash Ave should be designed for those who LIVE here, not commute here from a suburb.

The road is a pseudo-highway now. If you want to make it into a "grand boulevard" it needs traffic to slow down and it needs to be a complete street so everyone feels comfortable using it day or night.

As Washington Avenue is also being considered as framing the ""Gateway to the Mississippi" (literally and figuratively) it is important for it to be a REAL Blvd!

Make it look GREAT

As a land owner and environmentalist, a place for plantings should be multiuse, space for art space for walking. Slowing down.

As a pedestrian (and bicyclist) the worst, most unsafe experience along the entire length from 35W to Hennepin is at the Washington Ave & 35W on- and off-ramp intersections. How can the street be redesigned so that car drivers who are mentally already or still on the freeway better see pedestrians and bicyclists? Or can an alternative route be built - such as a ped/bike bridge over 35W from behind the Holiday Inn on the east side to 2nd St. on the west side??

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

stop catering to bike traffic they are a hazard on the road ways, don't obey traffic laws and don't financially contribute to road improvement through any type of licensing.

Washington Avenue is one of the few connecting streets between the North Loop and Seven Corners to the University. Yet because it is so scary for biking, Washington acts more as a barrier. A well designed cycle track is key to a bike network that provides safe connections through downtown Minneapolis.

It would be great to have Washington be a vibrant street from Henn to 35 with shops, entertainment, and great street life/culture. There are a lot of people who live near by.

Lets make this a great avenue

A cycle track would be great here! No matter the bicycle and ped solutions for the corridor, losing a travel lane would be a huge improvement for everyone.

removing a lane is the worst option!

Washington is the entry to downtown for thousands a day, so we need to keep in mind how to keep traffic moving to the center of downtown quickly each morning and then the opposite in the evening. I'm not sure Wash Ave, at least between Chicago & 35W should be used to limit traffic.

Better care of buildings!

Washington Avenue is a mini-freeway. Speeding is rampant - I have never (in 3+ years of living here) seen anyone pulled over. In the summer motorcycles are obnoxious - noisy and speeding. You can spend millions making changes but simple things like enforcing speeding laws and noise laws would product dramatic improvements at no cost.

Walking along Washington is very unpleasant by adding trees and a wider sidewalk it would make it seem less like a freeway and more like a city street. Also having a wider sidewalk with a bike lane would be safe zone from the traffic. .

Grand boulevard - would mean wider sidewalks, landscaping, historical character to the neighborhood.

With the completion of new interstate on-ramps in downtown, we should stop treating Washington Ave as simply a means to get people to the freeway. We need protected bike facilities and an attractive and accessible pedestrian space to attract businesses, cyclists and make a great street for Minneapolis.

This should be a great street and now feels barren.

Retail improvements

I don't want anything done to Washington Ave with tax payers money. Use our money to feed the hungry in Minneapolis. Quit wasting the tax payers money on bicycle lanes and bikes. They are a complete mistake. None of the are ticketed for breaking the traffic laws.

## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

The landscaping is best added with planters sufficient to hold more water and better established root systems.

Entry on to 35W needs to be rerouted off of Washington. If this was done, traffic would be much lighter and it should be redone as a grand boulevard, connecting downtown to the West Bank and U of M.

Please do not add any bicycle lanes.

Stop with all the bicycle improvements. It benefits only a small portion of the population that uses the street. All streets do not have to be bicycle friendly.

Traffic in and out of the city (from 35W) using Washington Ave is a nightmare at rush hour and during high volume events. I certainly don't think that expanding a sidewalk is an appropriate trade for giving up traffic lanes. Also, traffic lights crossing Wash Av needs to be extended, both for cars and peds. Right now, peds cannot get across six lanes of traffic before the light changes to red. Lastly, not all streets need to function in the same way. There are plenty of better alternatives for bike riders in downtown rather than riding on Wash Ave.

Washington Ave in its current form between Hennepin and 35w is like a 4 lane highway. It should be more like Washington Ave North in the North Loop.

Without higher office & retail density along Washington than exists today, the current sidewalk width is more than adequate for the pedestrian demand.

Would encourage improvements with the idea of creating a livable neighborhood as the primary consideration. Improvements should encourage further business development targeted at serving neighborhood residents given the exploding residential population.

There are some stretches where on-street parking might not be needed, but on-street parking is needed for retail units on Washington Ave. Limits during rush hour would be OK, though.

Stop lights need to be adjusted to give more time for pedestrians to cross Washington Ave!!!!!!

A nicely designed median like on third street in downtown would make it feel more neighborly and friendly.

I would love to see Washington Ave become a walkable, bikeable, vegetated street that catalyzes and enlivens the urban experience in Minneapolis. Cars should become secondary as they stifle the liveability of place through noise/air pollution and general comfort/safety. As more and more people move into downtown, it's important to have it be a comfortable place to live. A slower, less congested road would open up opportunities for alternative modes of transit. Washington Ave is perfectly situated to be a bike highway, with a separated lane for cyclists to cross through the city quickly and efficiently. Even though Mpls is one of the top cycling cities in the country, its infrastructure is far behind that of Western Europe, where I've lived for two years. Planning for the future involves putting people's needs in front of cars.

Existing blvd's should allow for both crossing pedestrian traffic and strolling. Presently they facilitate rapid exodus and interfere with pedestrian traffic.

# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

Don't blow this opportunity to make this a neighborhood friendly street. Transform Washington consistent with the high aspirations for the area given Riverfront development and the new Stadium and Plaza

I feel an complete update to Washington Ave will benefit the city greatly - including wider sidewalks, additional landscaping and street furniture.

Washington Avenue is a beautiful space that would be ideal for a "grand boulevard."

Improve street lighting on 4th ave by the Depot and by business park on 2nd/3rd Aves - better lighting looks safer and more welcoming; require parking lots to maintain barriers and/or replace with metallic barriers - broken and worn down barriers make the area look worn down. Improve access to Bobby&Steve's Autoworld station, improve turn lanes onto side streets through turn arrows, have a two lane On Ramp for 35WN to cut down on congestion - this is what causes most of the congestion on Washington Ave - so improving speed of access to this highway will rid the pains of congestion.

Bike routes are confusing in town. Some streets have them, some streets don't - not a lot of cohesion on the design. Bike lanes are nice, but if you want a 'brand boulevard' then add landscaping or public art

trees and planting will make the street more livable and feel better and human

My typical bike commute included biking westbound on Washington to turn left on 3rd Ave. N. (Because this is a one-way I could not approach my office from the south.) My weight, with my bike, was never enough to trigger the traffic lights, specifically a turn signal. Whenever possible, I would wave vehicles behind me to pull up close to my back tire to trigger the signal. I am confident MUCH better solutions are available. GOOD LUCK!

1. When crossing Washington Ave the signal lights could be friendlier to pedestrians, give you more time. 2. I have noticed while driving my car that some bicyclists ignore the traffic signs causing near accidents, we have seen bicyclists hit on Washington Ave. 3. Have heard that some of the parking lots our employees park in may be redeveloped so eliminating parking on Washington Ave would add to the parking problem in the area.

Washington Avenue is already a nightmare during rush hours. Reducing the number of traffic lanes is bad for the businesses in the area and those who commute to downtown Mpls. If one of the goals is to add more bike lanes and make it easier for this minority of people, I suggest that you use a less traveled street - NOT Washington. Also, bikers are so obnoxious on all downtown streets in that they do not follow the same rules as autos - they should be ticketed or limited to less traveled streets all the time. They seem to think they OWN THE ROAD and create more safety issues for everyone, cars and pedestrians.

I do not commute on Washington Avenue - I do my best to stay off the downtown streets during rush hour.

This is an important project with tons of potential! We have opportunity to connect housing, arts, entertainment, stores, and University. Get street level lighting, wider sidewalks, trees, and signs! Please add way-finding signs to direct people to landmarks like Open Book, the Guthrie, the stadium, and the Mississippi.

NO MORE BIKE LANES IN DOWNTOWN MINNEAPOLIS!!!!

## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

One of the initiatives of the 2025 plan is also to double the downtown population. If we add 35,000 people to downtown while reducing the traffic lanes on Washington to accommodate bike lanes, we are going to run into a major traffic issue and unhappy residents will move out of the city because of a long commute etc. I think some landscaping may be nice but it should be kept the way it is. The money and effort should be used to improve the look and safety of Nicollet Mall.

Would like to see a bit more safety precautions on Washington. Between the construction, limited pedestrian crosswalks and bad drivers, it's not a safe road for pedestrians and cyclists, especially given the growing number of residential units in the neighborhood.

Washington Ave is often very congested. I use Washington Ave daily to access 35W north of Washington Ave. During rush hour traffic is dangerous. I often see people make a left hand turn from the lane to the right of the turn lane to get onto 35W northbound. I have also seen people do U turns in front of the Southern! I understand that we will not be able to have landscaping and wider sidewalks and no impact on traffic but I want it all.....

Please look at reducing the cost of city "beautification" projects so there is enough money to adequately clear streets when it snows.

Although landscaping establishes the visual aspect, it will be unappreciated without retail locations, art and public plazas to encourage pedestrians to use the street. All the amenities along Washington are too spread out now to be easily accessed by walking.

Wider sidewalks will allow for so much more activity on Washington. Sidewalk cafes, places to gather (and tailgate), and more retail will really help the vitality of Washington, and also add to traffic calming/slower speeds which should help bikers as well.

I usually like trees and plantings, but I think it would be more appropriate with the industrial history of downtown east to maintain a creative "hardscape," celebrating the warehouses and railroads off of Washington. I also think all major roadways should be free of on street parking at all times of the day. Take inspiration from the Advance Thresher building and the historic buildings between 9th and 12th avenues.

I appreciate being a part of this process as we continue to make Minneapolis more desirable for pedestrians. There is a dearth of these types of spaces, of which I am reminded every time I travel to Europe. (Le sigh.)

Time the traffic lights for a better flow!

We have more than enough road capacity in downtown. Let's not design a street that only accommodates car use during the two hours of peak use. This would be an inefficient use of funds and public space.

Prefer a separated cycletrack facility on both sides and continuing over 35W bridge.

Any improvements that encourage more retail or restaurant development, pedestrian traffic and visual appeal is needed, especially with the new Vikings stadium that will be in the area. Washington Ave is a gateway to the downtown area from 35W and should be presented as such.

The crosswalks across Washington are too short for persons with disabilities and even for regular folk at 10th Ave. and

# WASHINGTON AVENUE

Hennepin Avenue to I-35W

Washington. Also the sidewalks aren't cleared around the public parking lot of ice and snow and are a public hazard.

A "Grand Boulevard" includes more than one feature. It includes landscaping, (flowers and green spaces), lighting, benches and public art. It's essence is it's feeling of beauty and community.

Walk signs should be a little longer and landscaping should be maintained. Now it looks weedy. I would prefer tall trees . Some blocks are long and people cross the street in the middle of the block.

The right approach seems to need to be a compromise. Need wider sidewalks, street furniture and landscaping to acheive the intent of an active boulevard along Washington. Wish this would extend into the North Loop - GREAT opportunities to do all of these things there now. Would make crossing street safer.

It is an obvious thoroughfare for bicycles but not currently safe - especially during rush hour.

Bus stop shelters and other obstacles on the sidewalk create the biggest usability issues.

I would like to see one through traffic lane removed in each direction (from 3 lanes to 2). The additional 24 feet of space should be used to add protected bicycle lanes, expand the sidewalks, and add some landscaping. Larger sidewalks encourage "sidewalk cafes" similar to what is seen on Nicollet. Existing vehicle traffic would still have 3rd/4th streets to quickly get across town, and effective traffic light synchronization would help mitigate some of the traffic congestion.

The addition of bike lanes to Washington Avenue is completely unnecessary. Bicyclists should be encouraged to use the bike lanes on 2nd and 3rd streets, parallel and one block away, that already exist. Because of where it is situated in relation to freeway entrances, Washington Avenue needs to be a main thoroughfare for automobile traffic in order to efficiently move cars in and out of the city during rush hour and other busy times (sports games, special events, etc.). For those of us who live downtown, but do not work downtown, it is can be difficult and frustrating to drive down Washington Avenue at any time of day, but especially rush hour. And forget it when it comes to special events, I plan my outings to avoid these times. I do not see the logic of making traffic even worse in order to provide additional bike lanes when the lanes on adjacent streets do not see enough use as it is. I know that there is a push to have more people bike to work, etc. But at some point we need to face the fact that biking is not an option for most people due to location, or the fact that we need to dress up for work, or we just don't want to. Add to that, we live in a cold climate that gets a lot of snow, few are willing to brave the elements in the winter. We need to have an efficient system that works year round. And again, the bike lanes merely yards away see little traffic, why build more?

grand boulevard = landscaping with wider sidewalks

I'm a homeowner in the Bridgewater Lofts on Washington and 10th Av S. Some of us are already a little miffed at both the Izzy's Ice Cream decision and the Vikings stadium funding as I feel as if it places an unfair tax burden on Minneapolitans. I need to see what the plan is to secure this area and keep crime rates low. Increases in crime rate could negate any positive effect these changes (including the Vikings stadium) may have on our property values. I made a significant investment in Minneapolis, and the past two major decisions by the City Council have made me feel like that investment is not only viewed as superfluous, but insignificant. We made a commitment to build a community in the Mill District, and I'd like to see the City Council to not only acknowledge that, but take specific action to encourage it.

As a resident who lives between Washington and 2nd street, I would like to see Washington Ave be a transit route



## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

through Minneapolis first and foremost. Traffic moves too fast to be safe for biking on it ever, but biking is not needed on it. There are fantastic bike lanes that run parallel to Washington. Increasing the amount of traffic that can move down Washington Ave would reduce the amount of reckless driving that occurs on other streets such as 2nd St. Frustrated drivers use these as alternate routes, but high frustration usually results in reckless driving such as speeding, and running stop signs. Minneapolis already has some fantastic routes with beautiful scenery, 2 such routes are 2nd street and the river road. Any changes made to Washington that reduces traffic flow will only result in more reckless driving along these two routes. I noticed a large increase in this when the parking meters were added to Washington ave. There is no reason for those, they should all be removed.

I walk to and from work daily from the Bridgewater condominiums on Washington to Nicollet and 6th street. I choose to walk on 2nd street because it is pedestrian friendly, quiet, scenic, and stop signs on every block. Washington avenue is noisy and ugly - because it's all about the cars. I walk at least 2 extra blocks to avoid Washington avenue. However, the cars have to get to downtown somehow. However a extra trees and plantings would muffle sounds and keep drivers calmer, because it will be beautiful to look at while you wait in traffic. I'd even choose to walk on Washington if that was the case.

Duplicate the plantings and look between Marquette and 2nd. Ave.

This seems like a waste of tax payers dollars. Our taxes in this city are ridiculous and to add to it to "beautify" a busy street seems like overkill. It would be more cost effective to time the lights so a person doesn't have to stop at every stoplight because they aren't timed properly. It would take care of some of the congestion as well.

Street furniture is also a desirable feature to enhance the grand boulevard concept.

Does Minneapolis have too much money? Why would the focus be on a redesign? If you want to make the area more attractive then get rid of petty punks and street crime and fix the potholes. Take a hint from Times Square. That transition did not occur due to bike lanes, street furniture, or wider sidewalks. Remember the bus strike when crime DT dropped 70% for the duration of the strike. There is a big clue to quality of life for those who would live, work, or play DT

Proposals to add bike lanes should be rejected outright. The streets immediately adjacent to Washington Avenue (2nd and 3rd Aves.) each have dedicated bike lanes. So too do 4th and 6th Avenues. These lanes can be easily accessed using dedicated lanes on 11th, Portland, 5th, and 4th, Hennepin, and 1st Avenue; Marquette, 2nd, and Nicollet are also viable options because they are dedicated to transit. Yet, these lanes (particularly those parallel to Washington) are under-used. So there is no need for additional bike lanes -- except to satisfy a desire to be along a main thoroughfare. Bike lanes should be built for safety, easing congestion, and convenience, not statements. Bike lanes on Washington will provide no tangible benefit, but will increase congestion, decrease parking options, and make the road LESS (not more) safe for bikers.

this is an opportunity to create a vision for the area. It needs to represent the numerous people using Gold Medal Park and the river front for the life entertainment. Washington Ave could evolve to a cozy, neighborhood feel that reflects the growing residential population.

Please consider some traffic calming features

The biggest challenge for Washington Avenue is connecting the West Bank to Downtown. I am extremely disappointed



# WASHINGTON AVENUE

## Hennepin Avenue to I-35W

that the City is moving ahead with the Western portion of Washington first. The East end needs improvements now, this should not be a phase-by-phase project. I understand funding is scarce, but this should be a grand plan implemented all at once. Once the 4th/5th Street exits to 35W are complete, it will be necessary to convert Washington into a much more pedestrian friendly environment, rather than the mini-freeway to 35W that is it today. There has been significant private (Mill District) and public (Viking Stadium) investment in this area. Washington Avenue needs to change in order to maximize the returns on these investments.

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I think adding bike lanes will be a terrible idea.

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The traffic lights are timed VERY poorly. 3rd Ave is much better. Also, I think street furniture and landscaping is important and can be greatly improved along Washington to give it more of a community feel, but as long as traffic mobility is also a high priority.

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Lyndale is working just fine with lane reduction as long as the intersections have right and left turn lanes. Washington cries out for more green space!

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I DON'T DRIVE A CAR BUT WOULD LIKE LONGER STOP LIGHTS IT IS IMPOSSIBLE FOR THE ELDERLY TO CROSS THE WHOLE STREET ON GREEN

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The rush hour traffic/congestion on Washington is terrible. Removing traffic lanes would only worsen the problem.

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Washington Ave from 6th Ave N to 35 moves ridiculously slow. Before any improvements are made all efforts to adjust timing of lights should be made to ID optimum travel time. Any improvements should not cause additional time from that bench mark. Remember idling cars are NOT green either!

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Question 10 asks us to select one option while, in fact, all of the options can be done at the same time. There is only "limited space" on Washington Avenue if the County chooses to adhere to outdated traffic engineering standards about moving a certain number of motor vehicles in a certain timeframe above any other consideration. Washington Avenue should be much more than a space to move motor vehicles between parking lots and freeway ramps.

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Your survey showhorns answers too much into an either/or scenarios. Washington Avenue is primarily an auto-oriented street right now. It has terribly long crossing distances for pedestrians, little quality landscaping and street furniture, and no facilities for bicyclists. It will become much more important as Downtown East redevelops in coming years - it needs to serve a larger audience than auto commuters accessing freeways.

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Washington Avenue is a major thoroughway from 25W to 394 and it needs to remain as such. Removing traffic lanes would make traffic horrible. If traffic is horrible businesses will not want to come downtown. Businesses are what brings people downtown. If we don't have businesses and companies, then it does not matter what Washington Avenue looks like.

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It would be nice to see slightly more green space in along the sidewalk in the Warehouse District - this would greatly improve livability for residents, especially those with dogs. The sidewalk width seems appropriate for most stretches of Washington Avenue. I would like to see reduced lane widths for vehicles in order to install protected bike lanes. Biking on 3rd is not ideal due to the cobblestone surface.

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## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

I'd be happy to see bike amenities on Washington, but I feel like that is the last amenity that should be added to Washington (I suspect this puts me in the minority). 2nd Street serves as a fine bike causeway with existing bike lanes. I really feel that the most important improvement would be sidewalks, lighting, public art, landscaping. Make that stretch more inviting and walkable to pedestrians. It would increase foot traffic, draw new residents and businesses, and help existing businesses. As much as we also want to move away from auto-centric design, given the connection to downtown, stadium, and 35W, Washington must still be able to serve as an artery for trucks, buses, and traffic. Thanks!

All this is great, but please consider what happens on the other side of Washington as well. Don't turn this into another Nicollet where it's all nice downtown but gets forgotten once we cross the bridge.

Please do not restrict or eliminate any accesses to Washington Avenue S that currently exist. Our off street parking with direct access to Washington is critical.

Lighting and more walking/biking/horse police would help a lot. This neighborhood doesn't seem to have a visible police presence.

Need to improve timing of "walk" lights for pedestrians to allow a longer time to cross Washington Ave. I think the bike lanes on 2d, 3d, 4th streets are adequate to handle bike traffic without putting bike lanes on Washington. Many of the bikes I observe on Washington Ave now are using the sidewalks rather than another street with bike lanes. It makes little sense to provide bike lanes if bikers don't use them.

possible answers to question #6 are quite confusing: "Is it important to continue..." "No, the existing parking is enough" Should it instead read something like, Yes, the existing parking is adequate?

I would have liked to rank some of these items. I think Washington Ave. is fine the way it is though it could use more businesses. The worst thing to do to Washington Ave. would be to put bike lanes on like there are on First Ave. N. They are a disaster and now that the first snow has fallen & the city has done it's usual exemplary job of plowing, much of the pavement on First Ave. N. will be unusable for the next several months, a complete and total waste. The same thing can not be allowed to happen on Washington Ave.

Washington feels like a freeway in the middle of a city. Motorist drive unsafely fast to catch their light or go to 35W. There is little to no appealing development alongside it during this stretch. It feels barren and at times unpleasant to walk/bike down.

Biking on Washington Ave. several times a week at different hours each day, I can attest that the current capacity is fully utilized <20% of the time. It is difficult to cross on foot, the sidewalks are void of landscaping, car lanes are unnecessarily wide, and there are no traffic calming devices. As such, Washington Ave is a scar across the face of Minneapolis.

The businesses along Washington Ave. S. have struggled through this recession. You will close our businesses if you make us pay for these unwanted changes.

bicyclists need adequate bicycle lanes similar to the the ones recently installed on portland and park aves,

I believe that, while bicycling is the most important improvement, larger sidewalks with more greenery would be a very desirable change

# WASHINGTON AVENUE

Hennepin Avenue to I-35W

I highly support improved cycling amendments. A cycle track would make biking safer and more available to everyone on such an important street in Minneapolis.

You guys need to hire a new writer for these things, this was a terribly worded survey.

Washington Avenue needs to become a shared space that serves pedestrians, cyclists, buses and cars. There needs to be a great tree canopy, green spaces, pocket parks, public art and unique streetscape furniture. The current cement tree grates along some parts of Washington are awful looking. Many have crumbling cement and broken grates across the top which make an already unattractive tree grate even worse. The boulevards are a great opportunity spot, what planting has been done so far is great but I think we can do more... make it feel special!

trees contribute to traffic calming/livability, which may help make the road more inviting for many.

I understand the desire to provide amenities and facilities for bicycle and pedestrian traffic, but that desire should not override the need to provide traffic mobility. If Washington Avenue becomes consistently congested and unsafe to drive, people will avoid the area which will negatively impact local businesses. Please do not sacrifice traffic for pedestrians and bicycles.

I bike down Washington Avenue from Seven Corners down to 9th four to five times a week. It is exceedingly stressful and full of reckless driving. I have been hit once, and have a close call at least once a week. I obey traffic laws and have lights, Having a bike lane would make my daily commute much safer at night. Thank you.

Ground level parking lots detract from the pedestrian experience.

Moving traffic most effectively and the Grand Boulevard concept are both important, but maybe require two different roads.

The sidewalk along south side of Washington between Chicago and the Sanctuary Restaurant is ugly and feels cramped by the poorly maintained retaining wall and overgrown plants separating the sidewalk and the raised parking lot.

Good mobility for the majority of users should be the top priority of this project.

Ideally one lane of auto traffic in each direction could be removed to allow for the implementation of separated cycle tracks, shared auto turn lanes, pedestrian curb bump-outs, and much much more landscaping - trees, planted medians, rain gardens, tree trenches, etc.

Washington Ave is a traffic nightmare. A definite must is additional turn lanes onto 35 W.

Would be great if this could be a more intimate street which is bicycle and pedestrian oriented with a lot more retail along the street. Look to Europe on this one- Paris has many such tree-lined avenues.

I would like to see Washington reduced to two lanes in each direction, and I'd like to see pedestrian mountable medians at signalized intersections. Bumpouts would be a nice touch as well. Bicycle facilities are important to the corridor as well (I'm not concerned about what type of bicycle facilities are used so long as it is not sharrows as they are of little

## APPENDIX C - Comments from Survey Monkey, Continued

December 6, 2012 - December 27, 2012

value). I hope the design team is comfortable with the idea that the best design for the corridor may NOT be capable of accommodating projected 20 year traffic volumes - this should not be one of the objectives for the project.

Washington Avenue is currently able to handle vehicle as well as pedestrian traffic. Bikes can use already existing bike lanes in and around the area.

I would prefer to have a wide outside lane, with the share the road signs, rather than a delineated bicycle lane

I'm excited to hear this is under consideration. Washington ave is a major no-man's land at the moment. it would be great to see it gain more of a sense of place.

I am a bike commuter and avoid Washington because it is my least favorite type of setup to bike on (2 lanes in both directions with no shoulder). I am a very strong proponent of a dedicated bike lane separated by a curb to keep segregated from cars.

I think parking bays are a great idea; it really doesn't seem like THAT much parking is needed; but it's annoying when there's that 1 car in the far right lane on the way to 35W and everyone has to merge over to go around it. So a parking bay that you know is going to be there, so merge around it beforehand would help the flow. I'd rather have trees and street furniture than parking all along the avenue.

THINK about the dedicated bike lanes. So tired of doubled or tripled commutes because of poor planning on the bike lanes.

Designated bike-lane is necessary.

Please do not make automobile traffic any slower. Push bike traffic closer to the downtown core.

include trees down the middle, slow traffic in anyway possible, shorter cross walks, lighting, it currently is a death trap.

PLEASE look at Chicago & NYC, they have sidewalks that work and dont kill shoes or make people trip, no more stupid pressed concrete or pavers!

A separated bicycle track would be the optimal improvement on Washington Ave. It is the safest option for cyclists, and would encourage less experienced cyclists to try commuting via bicycle, thereby easing vehicle congestion, Please make this a reality!

2nd, 3rd & 4th are good for biking up to 11th. Crossing 35w is biggest problem area

I wonder how much traffic on Washington will be reduced once the new 4th Street ramp to 35w opens. It seems that (at least in the evening) the major hold up is traffic trying to get onto northbound 35w. As I never do that, I don't experience much delay. The new ramp should alleviate this problem, eh?

Adding a bike lane on Washington Avenue would create a badly needed bicycle transit option in the area. As a daily bike commuter who used to work on Washington Avenue I generally avoided it because of the chaotic and dangerous traffic. It's often the most direct route, but currently isn't safe for a variety of road users. A bike lane on Washington would also

create a natural connection between the West Bank and Downtown, something that is currently lacking.

Additional space for biking would be fantastic, especially since it's highly used by two wheels all year round.

## Cycle Tracks

The response options seem to indicate that auto traffic, bicycle facilities, and adequate pedestrian facilities are mutually exclusive. Based on renderings of proposed layouts and public discussion over recent months, I do not believe this to be the case. I would strongly prefer that Washington Ave reconfigure auto lanes to include safe and adequate options for all travelers, an achievement that would improve the experience for all users.

Permanent bike lanes, please!

Most important for everyone's needs is to eliminate an auto travel lane. Would be great to use that space for a cycle track.

Washington Ave in its current configurations is a dangerous speedway that serves no purpose other than to assure someone from outside the community speedy access to the freeway. This project needs to be put on the "fast track" to completion. It also needs to extend over 35W into 7 corners.

Something needs to be done to the congestion along Washington. I would prefer to see less Bicycle related traffic.

to clarify my comments about biking and walking: walking is easy to do but unpleasant due to noise and traffic and pollution and lack of shade and lack of activity -- unwelcoming (plus possibly unsafe at night because it's so deserted). biking is downright scary -- cars go VERY fast when it isn't congested, and VERY close to you when it's rush hour

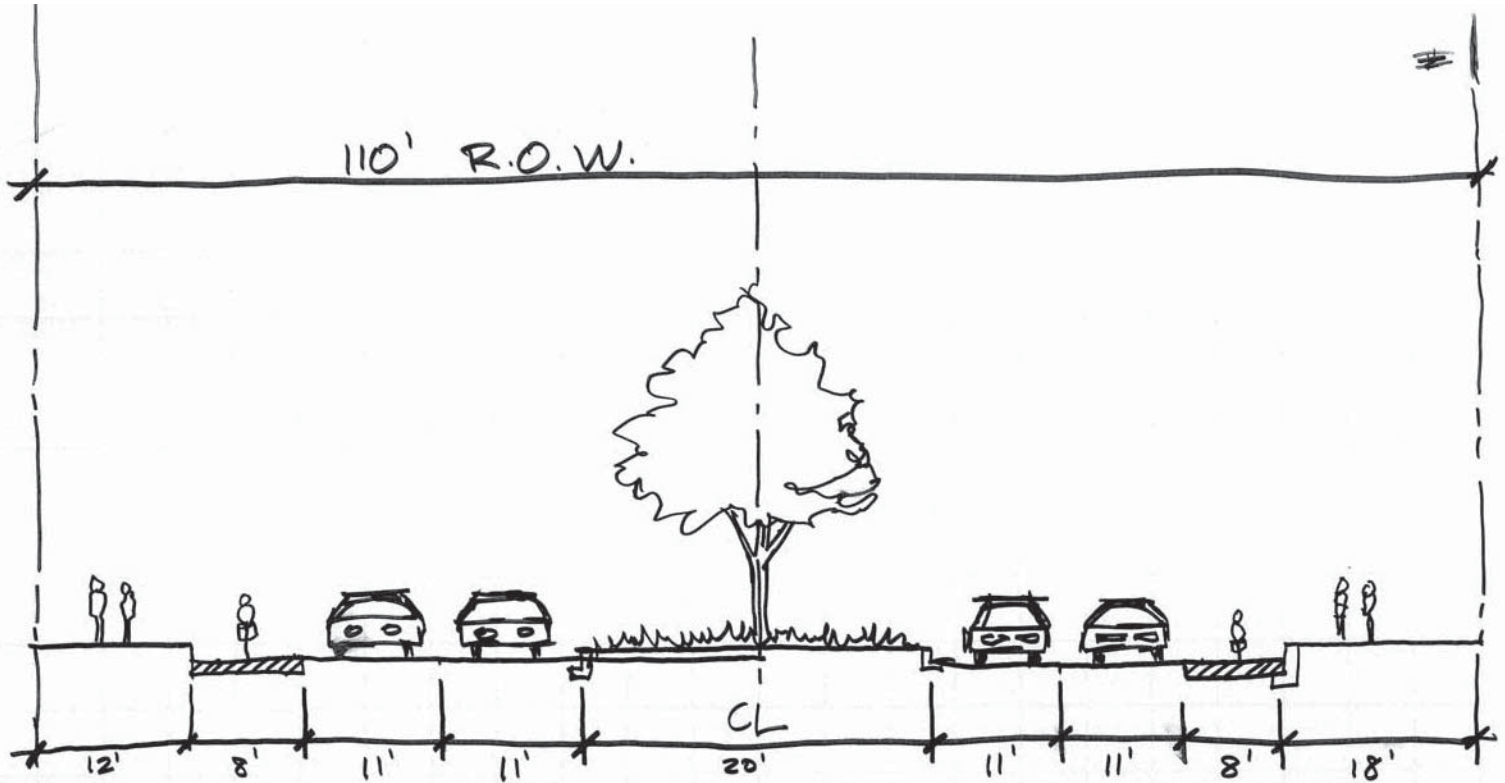
Washington is a primary roadway to get across Mpls. PLEASE focus on it being a faster route for cars, and encourage bikes to take the street parallel to Gold Medal Park....

Excessive lanes (as on Washington or previously on North Fremont and Park/Portland S), encourage people to drive faster and make unnecessary lane changes. Eliminating lanes, adding bike lanes (Class I or II), and creating bumpouts for better pedestrian crossing must be the primary focus for changes made. At a later time, adding landscaping, benches, etc will fall into scope. Those should not be the primary concern when starting this project.

Making traffic more difficult to move downtown is silly, there are better options for bicycles paths. Slower traffic=more air pollution. And my husband is a daily biker commuter. People will go somewhere with their business.

## APPENDIX D - Alternatives from Charrette 1

November 30, 2012



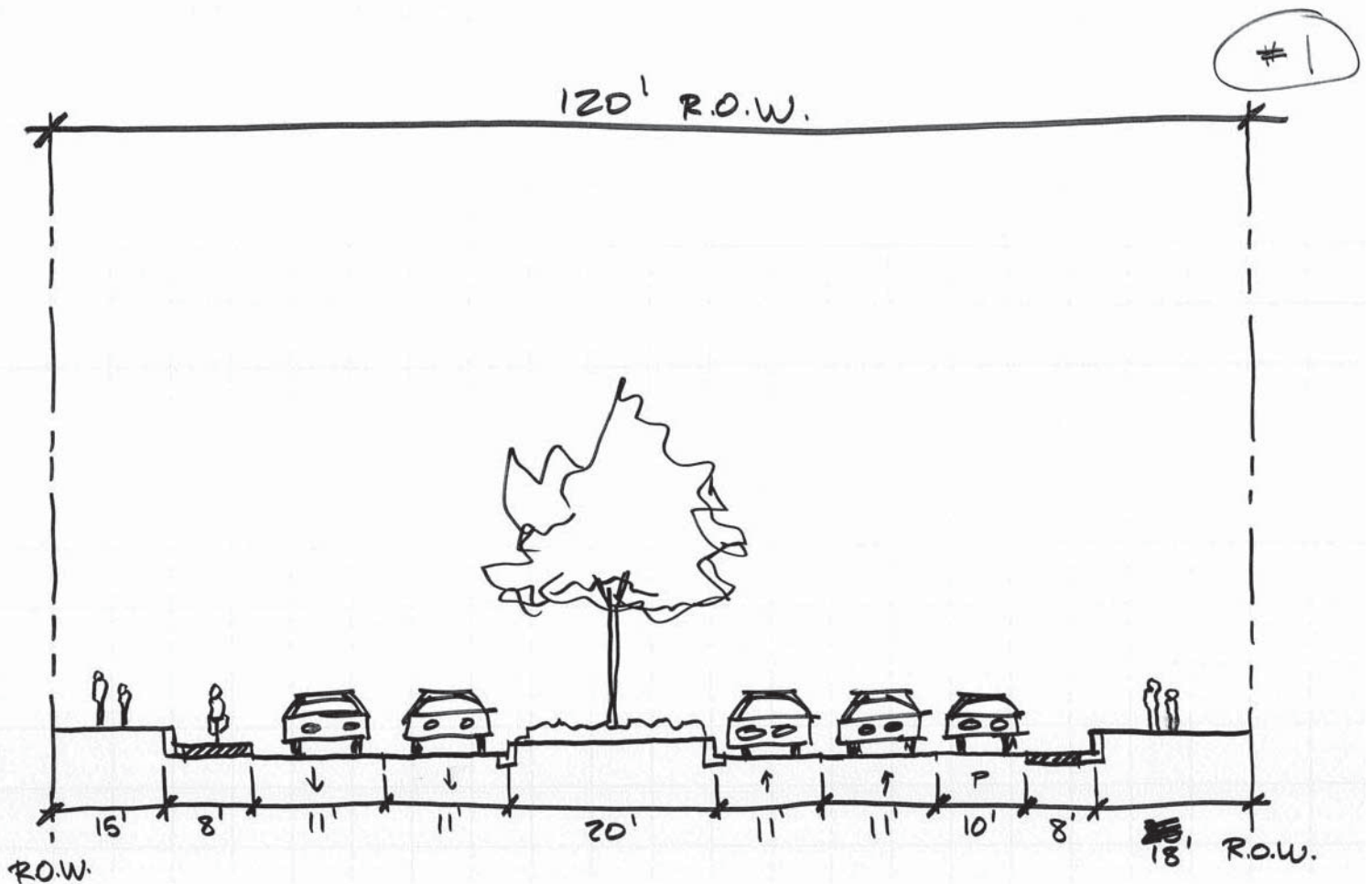
PROS: \* PEDS FIRST, BICYCLES ARE SAFE,  
MULTI-MODAL, ACTIVE STREET

ISSUES: \* HOW DO CYCLE TRACKS WORK WITH  
BUS STOPS & RIGHT TURN LANES?



# WASHINGTON AVENUE

Hennepin Avenue to I-35W



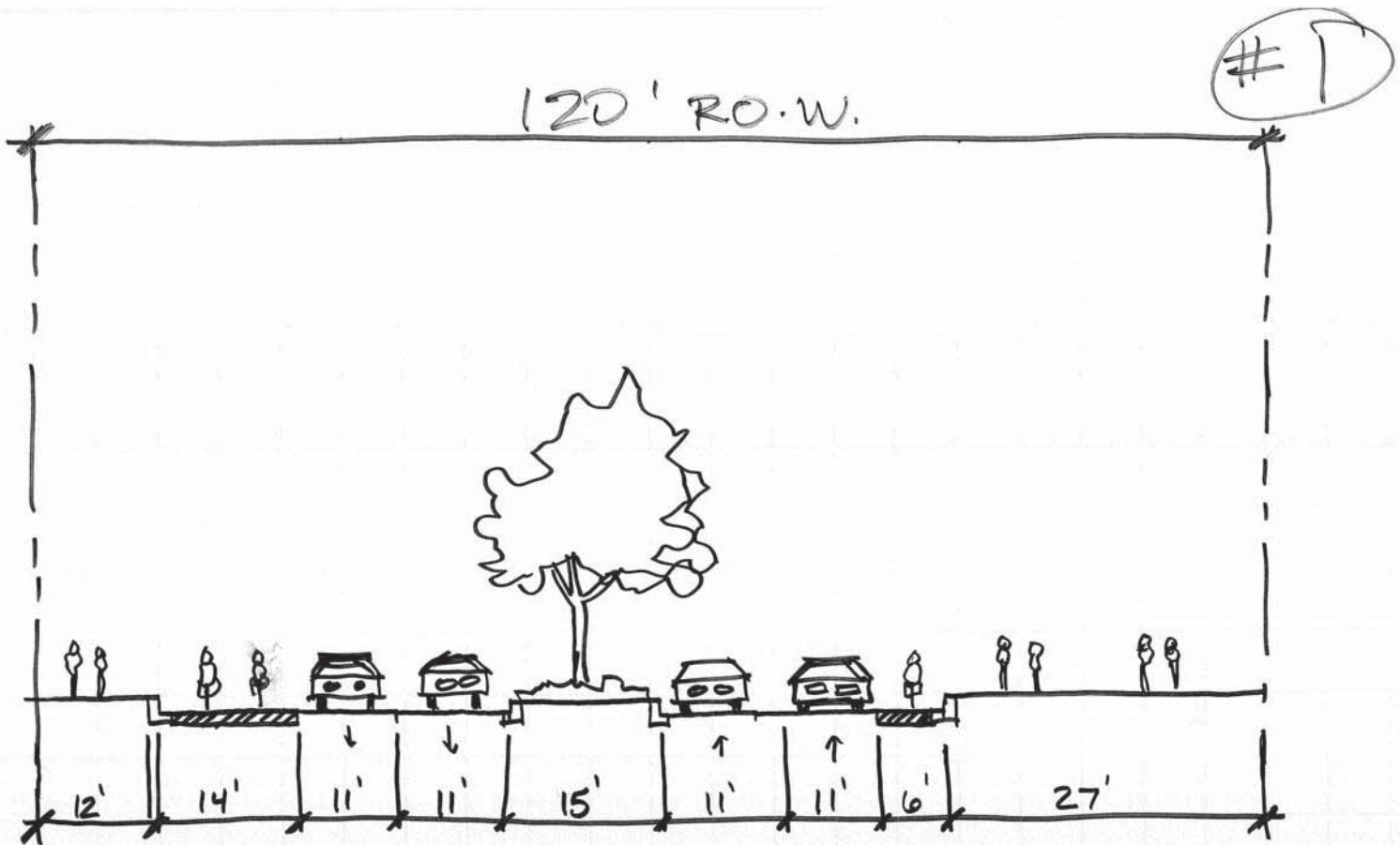
PROS: \* PEDS FIRST, BICYCLES ARE SAFE,  
MULTI-MODAL, ACTIVE STREET  
\* PARKING NOW INCORPORATED

CONS: \* HOW DO CYCLE TRACKS WORK WITH  
BUS STOPS & RIGHT TURN LANES?



## APPENDIX D - Alternatives from Charrette 1, Continued

November 30, 2012



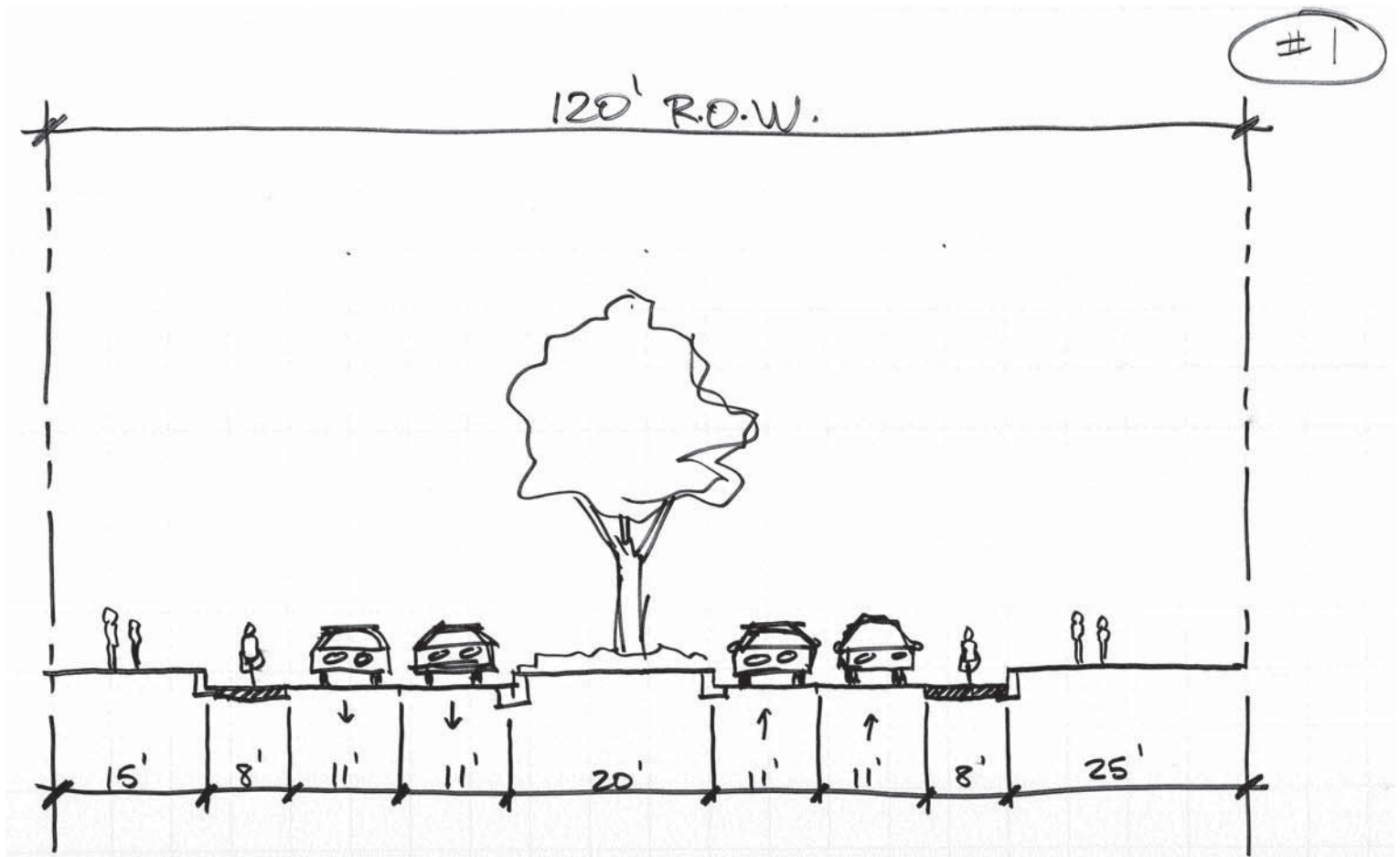
\* HOW DO TURN LANES WORK W/ 2WAY CYCLE TRACK?

\* CONTINUITY W/ REST OF CORRIDOR?

How DOES  
\* CYCLE TRACK WORK W/ TRANSIT STOP?

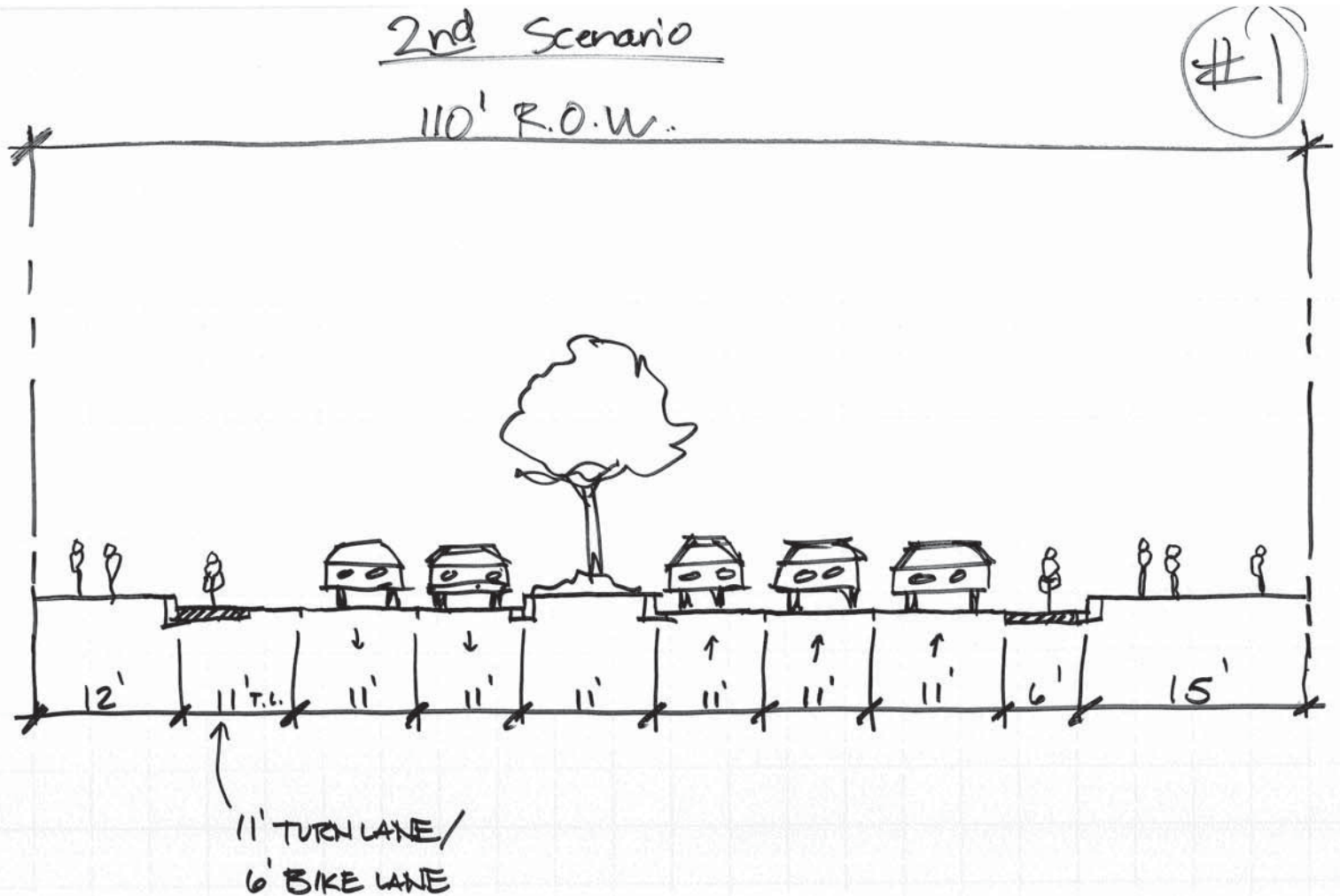
# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## APPENDIX D - Alternatives from Charrette 1, Continued

November 30, 2012



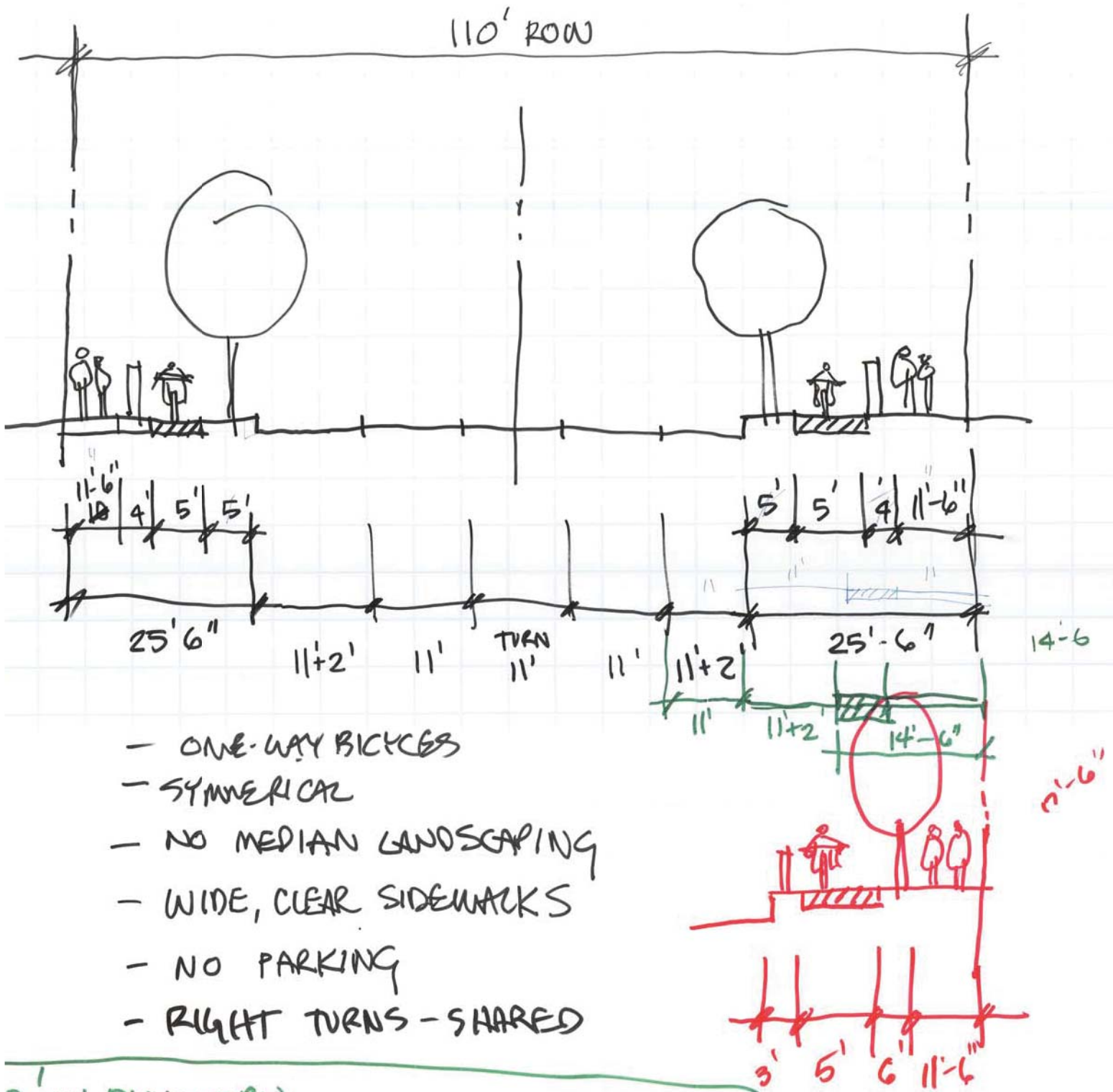
\* DO WE NEED 3 LANES?

\* PEDESTRIAN CONNECTIONS ACROSS STREET

\* TRANSIT STOPS?

## Hennepin Avenue to I-35W

#2



0' W/ RIGHT TURN

- HOLD SOUTH, (E)  
- 14'-6" TO FIT BICYCLE & PED  
Minneapolis  
City of Lakes  
January 23, 2013  
= ASYMMETRICAL

ALTERNATE



## November 30, 2012



- 20'-6'

# WASHINGTON AVENUE

Hennepin Avenue to I-35W

PRO

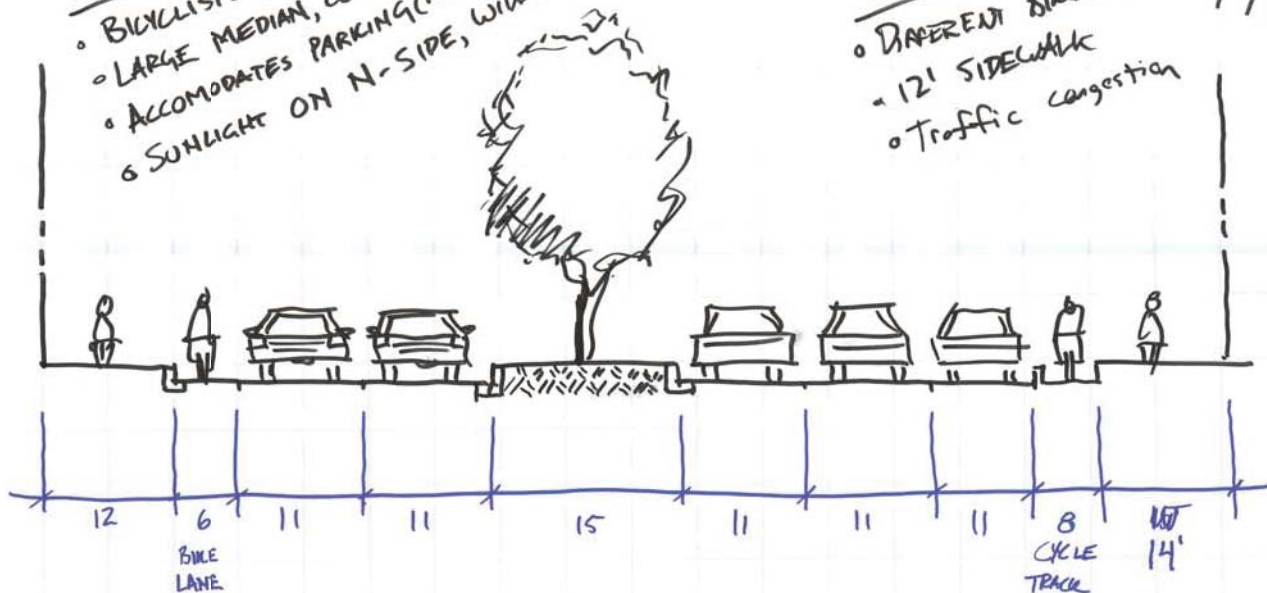
- BICYCLISTS 2-WAY, CYCLE TRAIL INC.
- LARGE MEDIAN, CONTINUOUS FOR CONNECTIONS
- ACCOMODATES PARKING (NON PEAK) & RIGHT TURN
- SUNLIGHT ON N-SIDE, WIDER SIDEWALK THERE

CON

- DIFFERENT BIKE LANES
- 12' SIDEWALK
- Traffic congestion

#3

110' ROW



PRO

- BICYCLE BOTH SIDES
- ACCOMODATES MAX TRAFFIC
- ~~PED ZONE~~

110' TOTAL

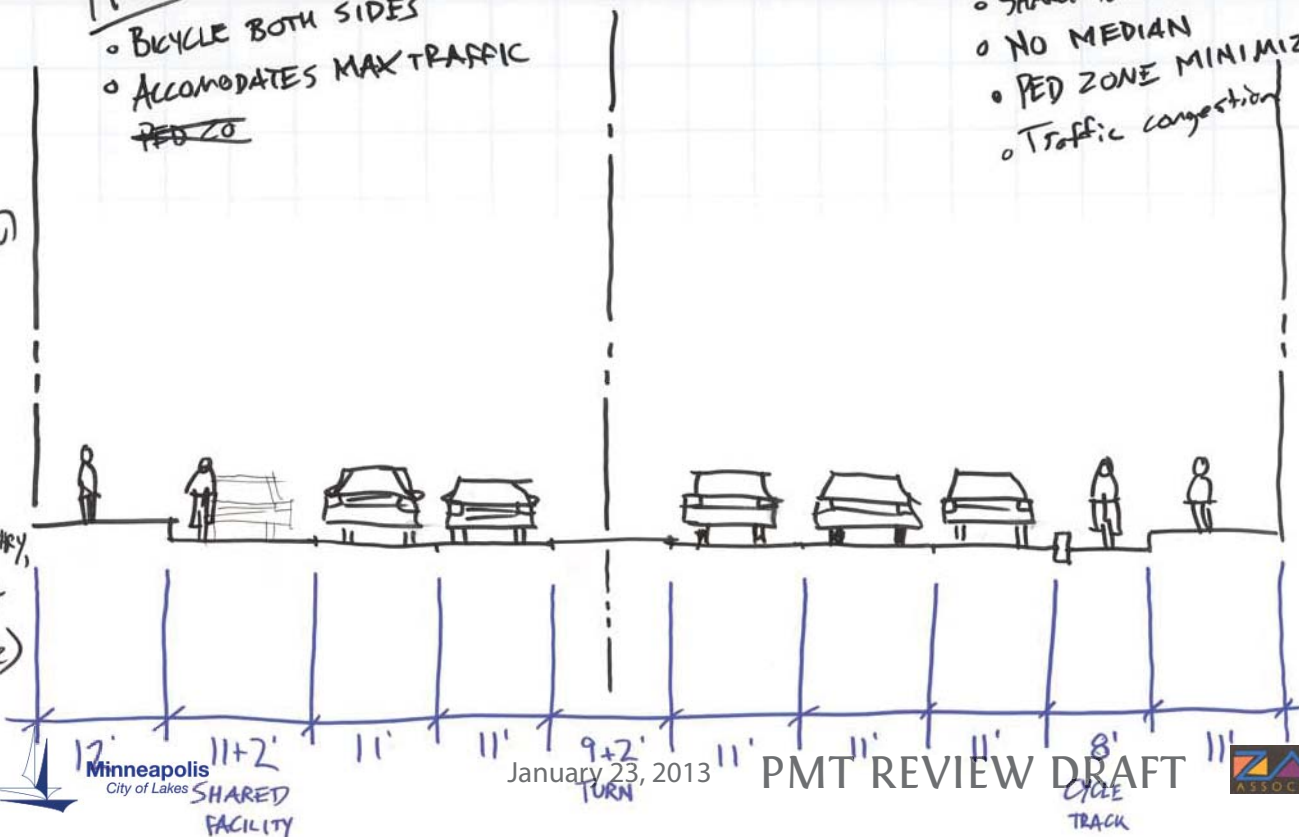
CON

- SHARED BIKE FACILITY
- NO MEDIAN
- PED ZONE MINIMIZED
- Traffic congestion

(Preferred Above)

WITH RIGHT TURN

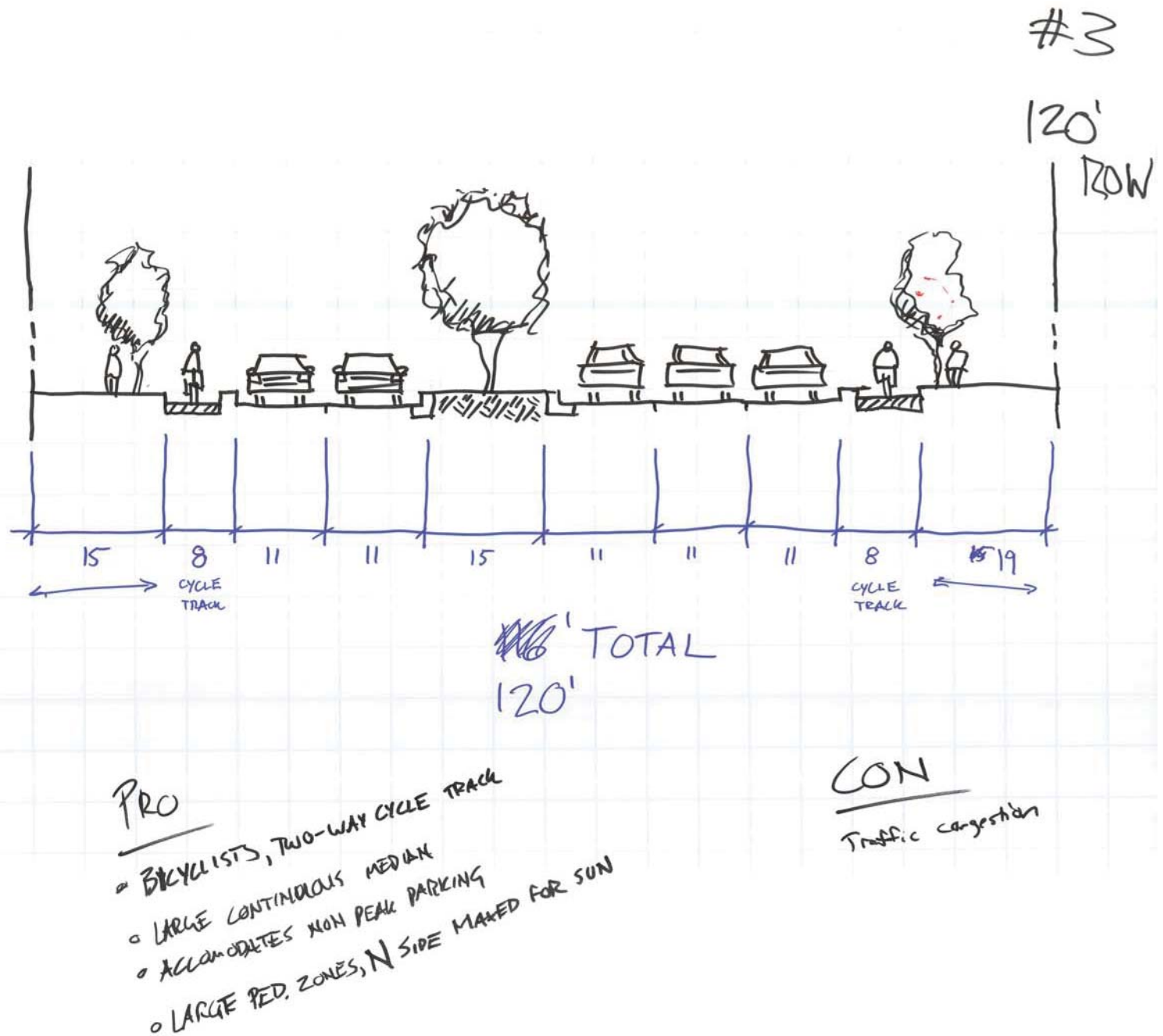
(IF NECESSARY, would not otherwise)





## APPENDIX D - Alternatives from Charrette 1, Continued

November 30, 2012

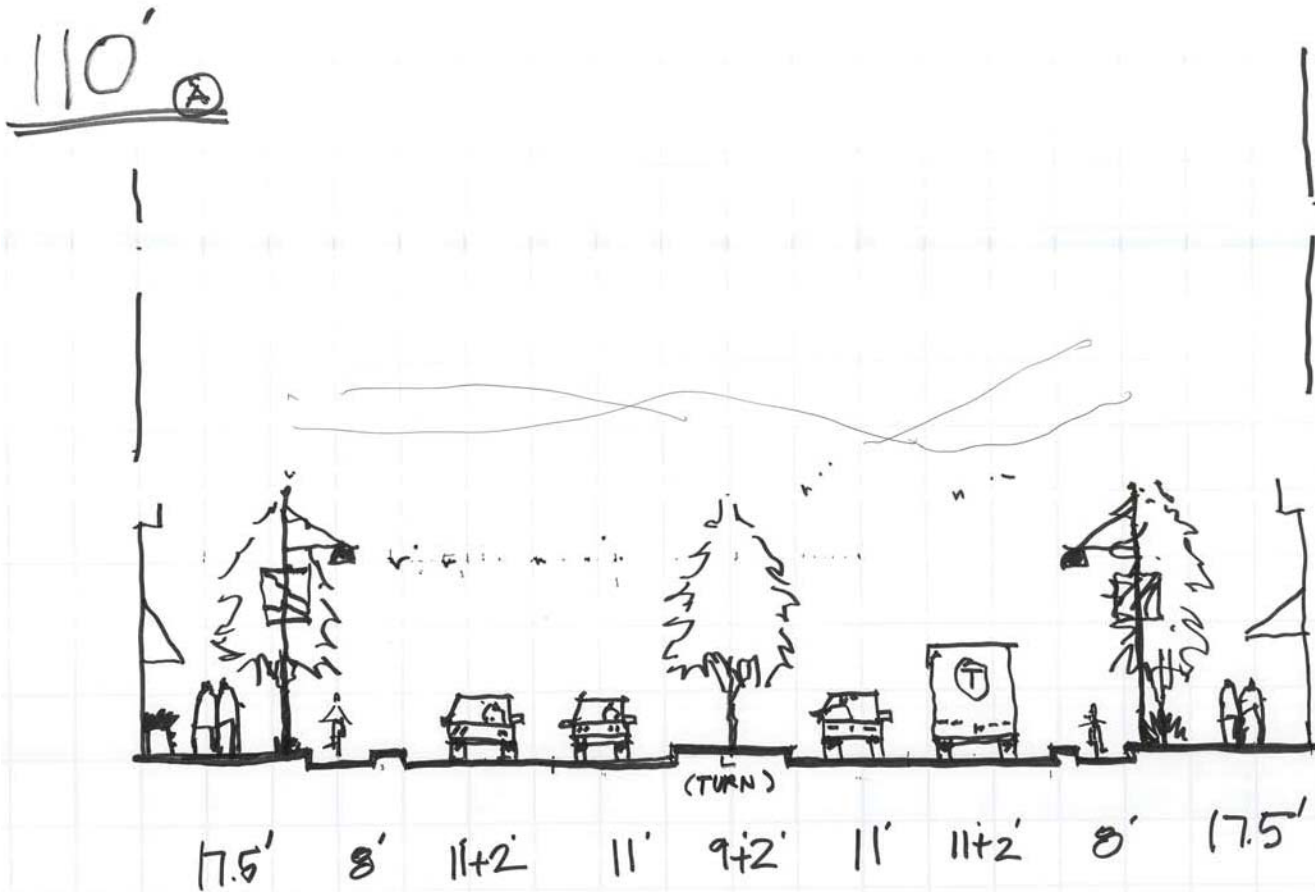


# WASHINGTON AVENUE

Hennepin Avenue to I-35W

TABLE

4



- Accommodates cyclists
- Accommodates green space + PED ZONE
- Safer for cyclists and pedestrians to have buffer
- No accommodation for parking

## APPENDIX D - Alternatives from Charrette 1, Continued

November 30, 2012

REV (4)



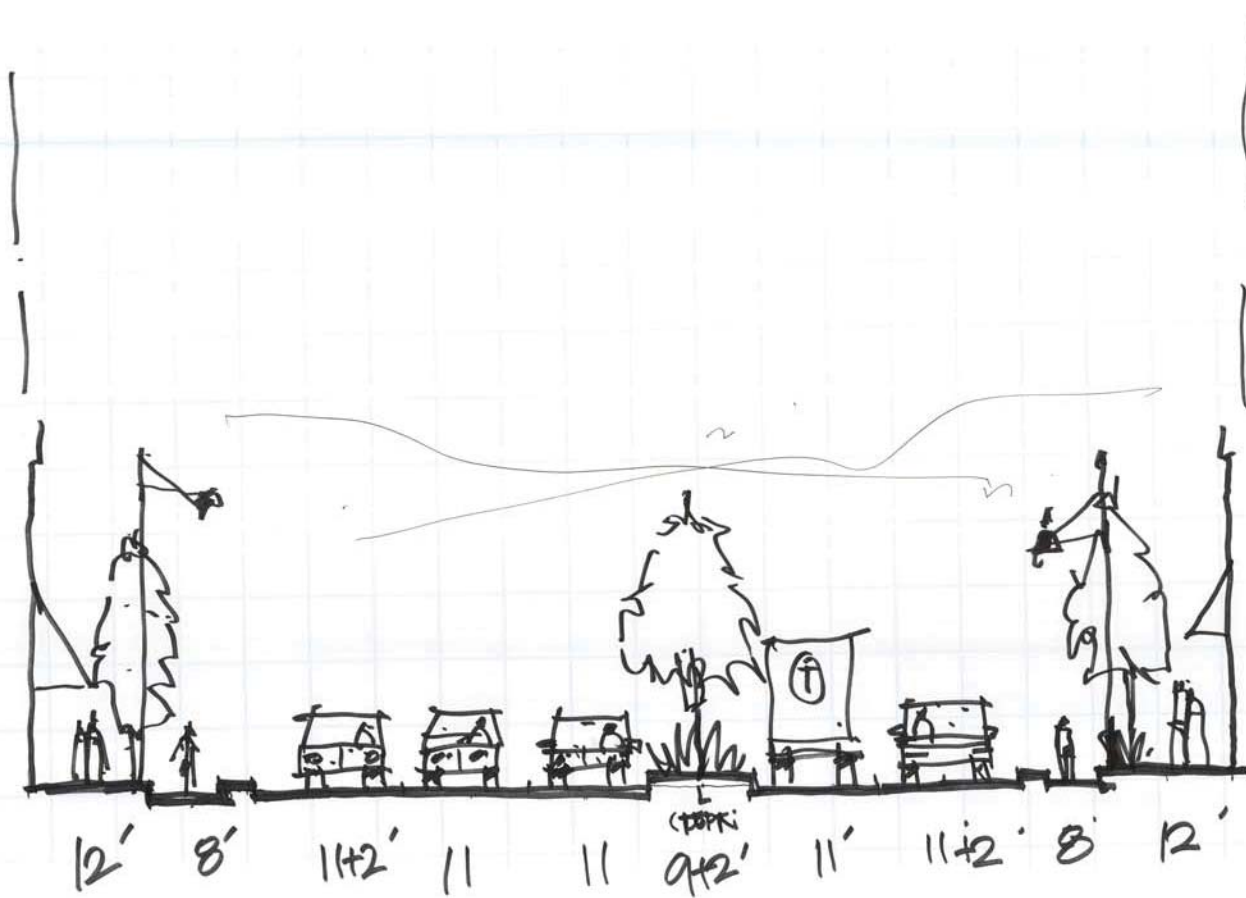
- Accommodates parking
- Accommodates buffer/separation between pedestrians, bicyclists and motorists
- Less sidewalk space available with parking included
- Cycle track could attract new cyclists

# WASHINGTON AVENUE

Hennepin Avenue to I-35W

TABLE 4

110'

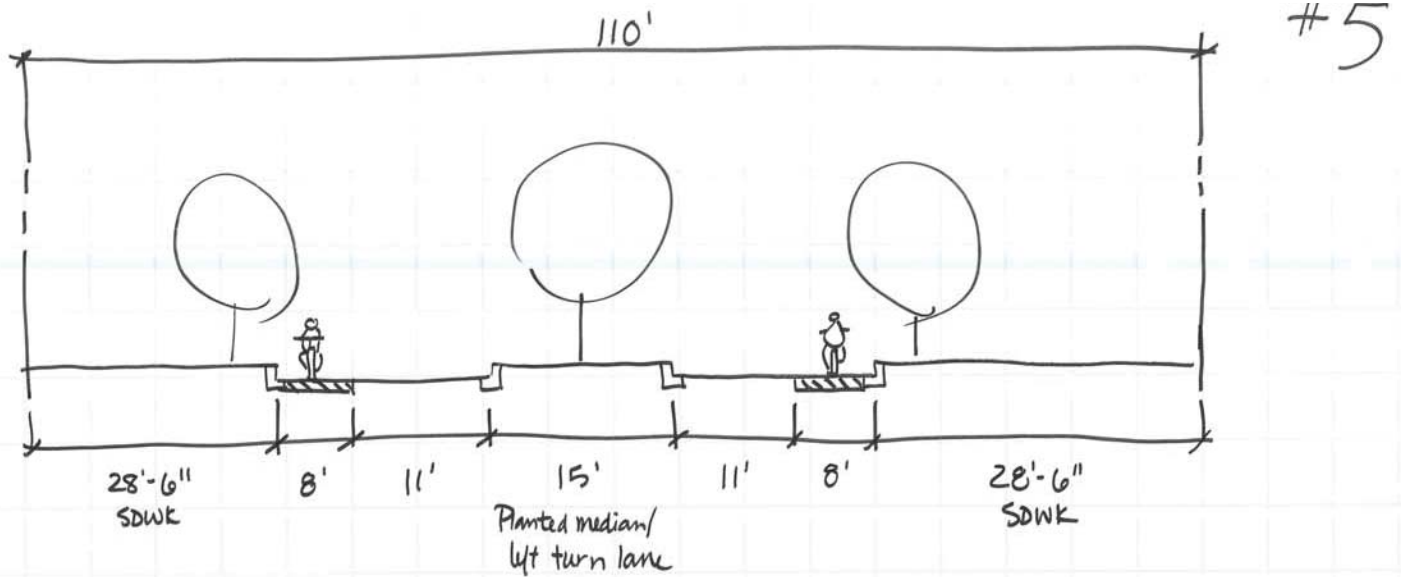


\* IF R TURN  
LOSS OF 2' WALK

\* POSSIBLE PARKING  
NON PEAK

## APPENDIX D - Alternatives from Charrette 1, Continued

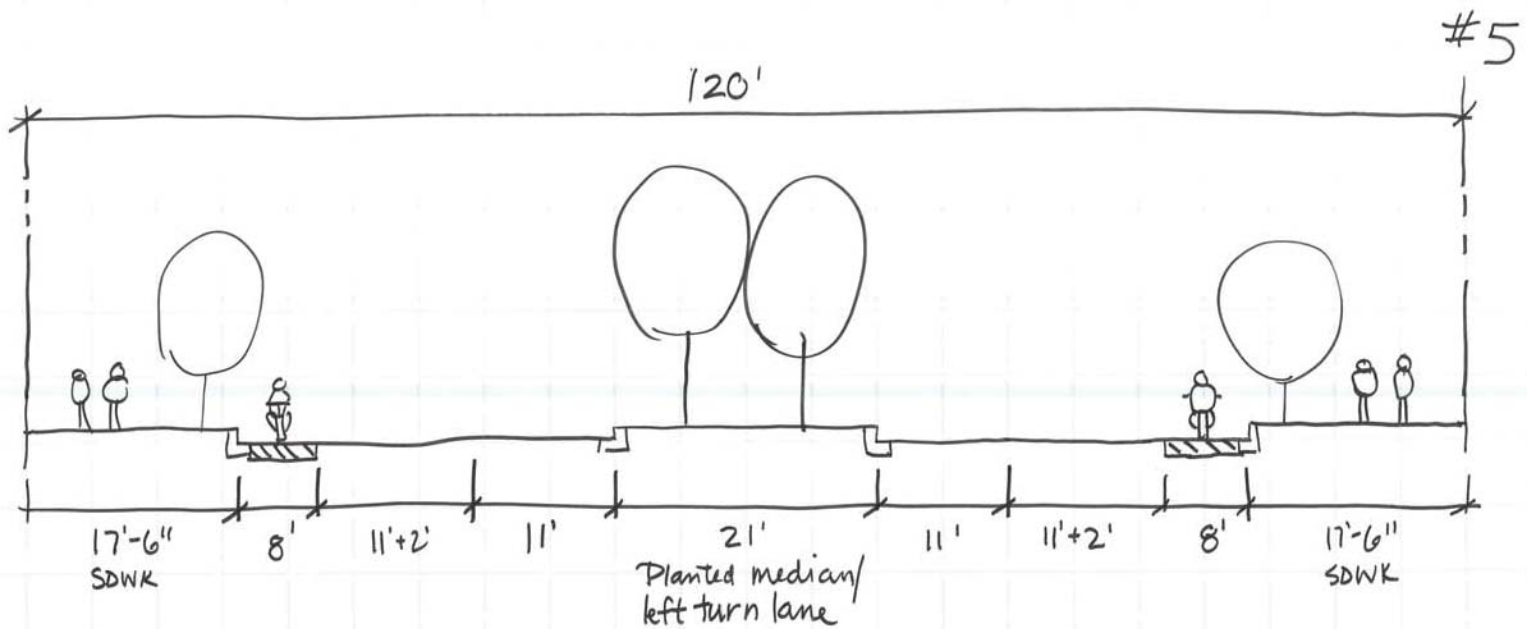
November 30, 2012



- Re-Urbanization of the City
- Opportunity for sidewalk cafes, markets, etc.

# WASHINGTON AVENUE

Hennepin Avenue to I-35W

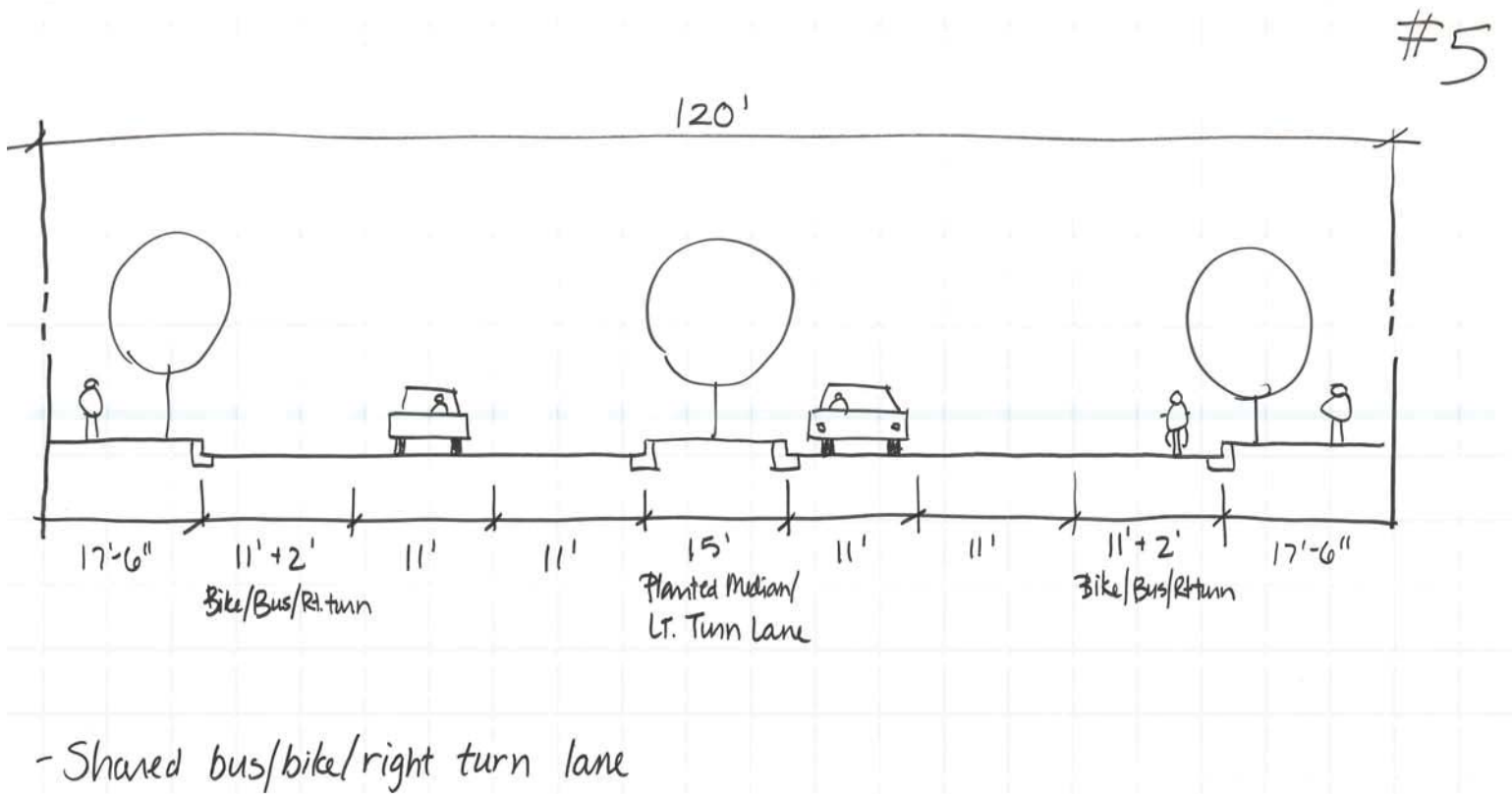


- Consistent ped. zone between 110' & 120' ROW
- Wider medians/allow for plantings @ intersection
- Opportunity for ped zone in median



## APPENDIX D - Alternatives from Charrette 1, Continued

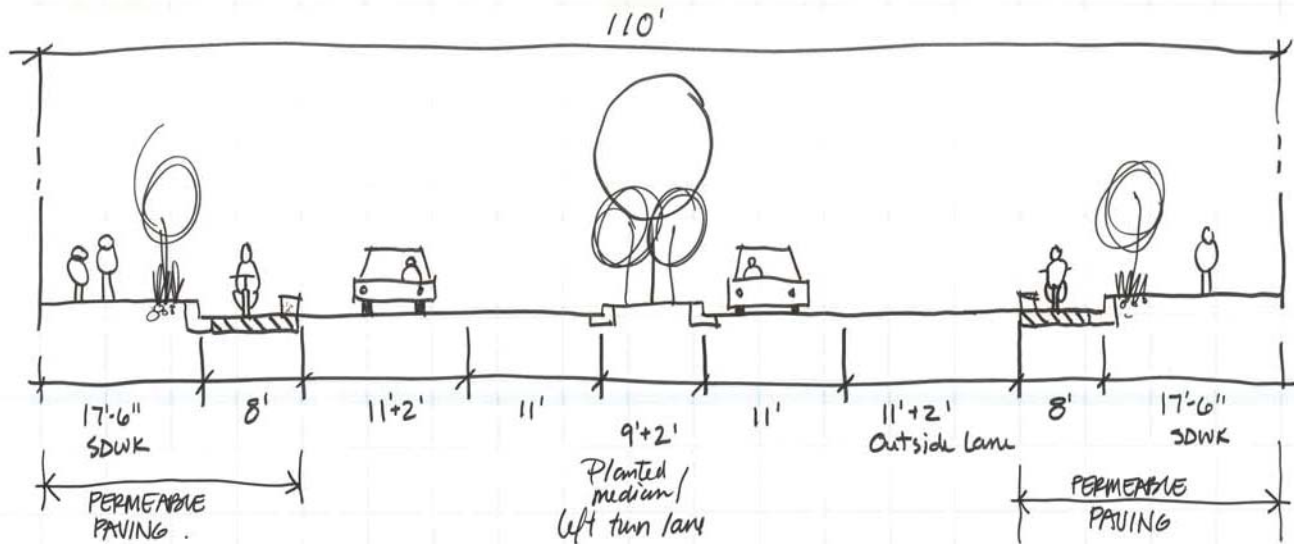
November 30, 2012



# WASHINGTON AVENUE

Hennepin Avenue to I-35W

#5



## Pros:

- Emphasis on pedestrian
- Opportunity for permeable pavements
- Traffic Calming
- Retains Urban Activity
- Safe + Consistent Bike Route

## Cons:

- No right turn lane (desired)
- No on-street parking (desired)

END OF REPORT