

SUMMARY ISSUES – Mobility

Issues, Solutions, and Outcomes Identified by Community Members and Businesses

Revised July 2009

Issue	Solution or Strategy	Desired Outcomes / Measure
1. SUMMARY ISSUE: How do we improve bike access and safety?		
A-1 Crossing Hiawatha Avenue takes too long, especially at certain intersections	B-1 Better sequence traffic lights on Hiawatha to shorten crossing times	C-1 Safer roads, sidewalks, bike lanes, and transit environs
A-2 On-street bike lanes are unsafe.	B-2 Extend bike trail along heavy rail corridor.	C-2 Corridor is a bike-friendly place
A-3 Bike path along Hiawatha is too narrow at the south end	B-3 Improve lighting along bikeways	C-3 Secure bike racks are at LRT stations and community destinations in corridor
A-4 Bike and pedestrian paths/sidewalks in general feel unsafe and are poorly maintained.	B-4 Create bike awareness program for drivers	C-4 Bike lanes / paths are safe and well-maintained year round
A-5 Need more secure bike storage, particularly at LRT stops and commercial nodes	B-5 Enforce traffic laws for bikers	C-5 Gaps in bike network are closed
A-6 Desire to have better connected bike paths with more direct routes to key destinations such as U of M, downtown, Ford Parkway, and Minnehaha Park	B-6 Install community bike racks at key commercial areas and at LRT stations	C-6 Less accidents (for) bikes and cars
A-7 Getting bikes across Hiawatha	B-7 Create more bike/scooter parking at community destinations	C-7 Safer bike destination – LRT on 46 th to Minnehaha Avenue
A-8 Bike lane issues on 46 th specifically	B-8 Create a bike-only avenue	C-8 Reduced car and motorcycle noise on Minnehaha and 46 th
A-9 Will bikes under Hiawatha and Lake increase congestion in area?	B-9 Create a two-part bike trail that separates serious/commuter bikers from recreational bikers	C-9 50% cars mode share
A-10 Do bikers use viaduct under Hiawatha and Lake Street?	B-10 Maintain bike lanes in the winter	C-10 100% more bikes
A-11 Do bikers use Lake Street?	B-11 Implement call system for bike paths (one number to call about bike lane status)	C-11 Increased awareness of area (people will come to area)
A-12 Bikers avoid Minnehaha bike lanes	B-12 Create bike lanes between Ford Parkway and 46 th St Station	C-12 Signage leads to more activity in area
A-13 Intersection and mid-block left turns force cars behind them into bike lanes to pass, resulting in danger for bikes	B-13 Connect Minnehaha bike lanes north to the Greenway on Minnehaha	C-13 People obey the law
A-14 Bikers ride on wrong side of road (wrong lane), may feel safer because can see oncoming traffic	B-14 Separate bike lanes from traffic lanes with a physical barrier	C-14 Less chance for bike/car conflicts
A-15 Cars don't slow down when accessing angled streets (unsafe for bikers because cars fly across bike lane)	B-15 Build an overpass or underpass for LRT trains	C-15 What is the year-round benefit of biking improvement? (Will we see benefits in winter?)
	B-16 Bike lanes (complete separation from cars) over 46 th Street	C-16 More bike traffic on Minnehaha
	B-17 Segregate bike trails offstreet (Midtown Greenway)	C-17 Trees absorb carbon emitted from heavy traffic, especially on Hiawatha
	B-18 Track noise levels by increasing (number of) tickets	C-18 Far side bus stops don't obstruct sightlines, crosswalks, bus lanes, and comfort of person waiting for bus
	B-19 Enforce noise levels for cars	C-19 Hiawatha Avenue: Shade trees make a pleasant, cooler, more desirable commute. Encourages people to bike/walk instead of drive to LRT or other destination, like a "Minnie Parkway."
	B-20 Raised bike lane 3" higher or so	C-20 Safer way for those who use bikes to travel
	B-21 Corridor bike ride to raise awareness/interest	
	B-22 Enforce traffic regulations for bikers	
	B-23 Focus bike traffic on Dight/Snelling	
	B-24 To get people up to Lake Street and corridor	
	B-25 Creative signage to direct people to destinations (signs on greenway)	
	B-26 Left turn lanes for cars (so cars don't use bike lane to pass left turning cars)	

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A-16 On Minnehaha cars use bike lanes as driving lanes and parking lanes	B-27 Move bike lane next to sidewalk	C-21 Reduce gas emissions from cars (?vin) horse lanes
A-17 Minnehaha bike lane ends at 31 st . Why?	B-28 Signage getting people where they need to go (stripes in road directing people to greenway)	C-22 Safer roads along Minnehaha
A-18 Vehicles parking in bike lanes	B-29 Move driveway cuts to cross streets at convenience stores on Minnehaha	C-23 Fewer people run over by cars
	B-30 Too many curb cuts at business	C-24 Number of vehicles per household
	B-31 Design street barriers/damping to reduce cars on bike lanes	C-25 Fewer people in cars (lower vehicle miles traveled per person in corridor)
	B-32 Reflectors on bike lanes	C-26 More people biking (number of bikers)
	B-33 Biking promotional campaign	C-27 Safe bikeways
	B-34 Make Minnehaha Avenue a “Complete Street”	
	B-35 Make seasonal bike lane barrier	
	B-36 Reduce left turn opportunities	
	B-37 Hiawatha Avenue bike path	
	B-38 Hiawatha Avenue add benches, too	
	B-39 Hiawatha Avenue becomes a parkway	
	B-40 Shade trees needed on both side of bike path along LRT	
	B-41 Until 1954, horses were allowed in Minneapolis. Today to reduce pollution, allow horses along horse lanes	
	B-42 Countdown timers on traffic lights	
	B-43 Flashing lights at pedestrian crosswalks on busy intersections	
	B-44 Countdown timers to cross streets	
	B-45 Roundabouts needed at 32 nd Street, 46 th Street	
	B-46 Unless bus stops are at connecting transfer point, only have bus stops <u>far side</u>	
	B-47 Prohibit ANY bus shelters <u>on</u> the sidewalk	
	B-48 Roundabouts on Minnehaha Avenue at several locations so traffic can flow	
	B-49 More bikes from Minnehaha to Snelling Avenue	
	B-50 Improve bike connections between Midtown Greenway to Minnehaha and to Hiawatha bike path	
	B-51 Connected bike lanes	
	B-52 Physically separated bike lanes preferred, e.g. bike only streets	
	B-53 On-street bike lanes are dangerous – give illusion of safety without really giving safety	

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2. SUMMARY ISSUE: How do we improve pedestrian access and safety?		
A-19 Crossing Hiawatha Avenue as a pedestrian is difficult and dangerous, particularly at LRT station intersections	B-54 Lengthen the pedestrian crossing times at Hiawatha intersections	C-28 Healthier environment and lifestyle
A-20 Lights on Hiawatha aren't long enough for children, strollers, or elders to safely get all the way across	B-55 Build a pedestrian bridge across Hiawatha or a well-lit pedestrian tunnel	C-29 Improved safety for kids, strollers, seniors (longer lights, less speeding)
A-21 Cars drive too fast; speeding car almost hit me and kids	B-56 Build an overpass or underpass for LRT trains	C-30 Make it a pedestrian-friendly place
A-22 Food/store availability	B-57 Promote "wayfinding"/signage throughout the corridor	C-31 Shorter, consistent wait times to cross Hiawatha
A-23 Stroller-friendly walking and young kids	B-58 Install cutouts for pedestrians in medians at streets without signals	C-32 More walkable community
A-24 Visibility issues on Hiawatha (southbound) getting onto Lake Street. (Pedestrians aren't visible because of obstructions.)	B-59 Widen sidewalk on east side of Hiawatha	C-33 Snow removed from sidewalks and bike trails
A-25 Challenge for visually impaired	B-60 Improve sidewalks between Hiawatha and Minnehaha at 38 th Street.	C-34 Shadier walkways
A-26 46 th & Hiawatha – lots of traffic and turning traffic makes crossing difficult	B-61 Provide better lighting along sidewalks	C-35 Walkable destinations: library, grocery store
A-27 46 th Street lighting between Hiawatha and Minnehaha is poor	B-62 Install signs warning "Kids are Playing"	C-36 Stroller-friendly streetscape – straight curbcuts
A-28 Traffic entering businesses (Walgreens, Burger King) are busy looking for cars – don't see pedestrians	B-63 Stroller curb cuts so one in each direction at corner, not one curb cut between the two directions, i.e. curb cuts that direct people to crosswalks	C-37 Timely access to 38 th Street for walkers. Bridge over Hiawatha
A-29 Long time for walk light to cycle through	B-64 Walking connection to greenways – mini grand rounds	C-38 Trees that don't encourage bugs
A-30 Dangerous for pedestrians walking on sidewalks along 46 th Street – turning traffic into commercial businesses across sidewalks	B-65 Bike trail along LRT: Even more trees	C-39 Separated crossings 38 th Street bridge similar to Minnehaha Park bridge
A-31 Pedestrians miss LRT trains because of long pedestrian crossing lights at 46 th Street	B-66 Bike trail along LRT: Has bumpy sidewalk. Make smoother	C-40 Safety access to 38 th Street LRT
A-32 Pedestrian access to 46 th mall area is difficult (not direct)	B-67 Pocket park on every block	C-41 Crossing safety with kids
A-33 Pedestrians have a long and dangerous crossing on Hiawatha	B-68 Multi-use trail on Minnehaha (vs. on-road bike land and sidewalk) to accommodate more users	C-42 More walkers
	B-69 Find way for people to cross Hiawatha at 35 th – wasted 8.5 minutes!! It's gotten better but still bad!	C-43 More business activity in corridor (bring in patrons from west side of Hiawatha)
	B-70 Pedestrian overpass across Hiawatha at 46 th Street	C-44 Safer pedestrian access to area
	B-71 Improved corridor lighting (46 th – Minnehaha to Hiawatha)	C-45 Vehicle traffic could improve if pedestrian crossings are improved (fewer conflicts)
	B-72 Walk signals change to "walk" three seconds before green light for vehicles, allowing bikes and pedestrians to get a head start	C-46 Increased "walkability score"
	B-73 Chirping signals at key, busy intersection	C-47 More pedestrian traffic
		C-48 More pedestrian-oriented businesses near LRT stations
		C-49 Unobstructed pedestrian pathways

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3. SUMMARY ISSUE: How can we improve traffic flow and reduce unwanted or dangerous traffic?		
A-34 Drivers frustrated with delays on Hiawatha are diverting onto Minnehaha, making it much noisier and more dangerous for people living on Minnehaha, peds, bicyclists, and local drivers	B-74 Make “hour car” more readily available	C-50 Quicker travel times
A-35 Traffic volume / speeds on Minnehaha are too high	B-75 Create more multi-modal transportation options serving the corridor	C-51 Fewer vehicle miles traveled
A-36 Traffic in general: too much, too fast	B-76 Encourage businesses to get employees to use transit	C-52 Cost savings
A-37 Different modes of transportation sharing the <u>same</u> space	B-77 Better signage and policing to reduce speeds on Minnehaha and other neighborhood streets	C-53 Less traffic on Snelling and Minnehaha
A-38 Ability to go through corridor on Hiawatha	B-78 Use temporary/mobile pedestrian crossing alert signs in the road to remind drivers to slow down and yield to pedestrians (St. Paul has used these for some years)	C-54 Pedestrians and bicyclists are safer on neighborhood streets
A-39 Left turn lanes (signals) on Hiawatha are too long	B-79 As traffic flow along Hiawatha is improved, inform drivers so they start using Hiawatha again instead of diverting to Minnehaha	C-55 Fewer people use Minnehaha just to race through neighborhood, and more use it to get to local destinations
A-40 Movement north/south along Hiawatha too delayed	B-80 Remove obstacles along Hiawatha so cars prefer it to Minnehaha	C-56 Shorter drive time on Hiawatha
A-41 Cross streets get more priority	B-81 Improve light timing	C-57 Less traffic that is not Minnehaha destination-oriented
A-42 Lights aren’t timed on Hiawatha	B-82 More stop signs to reduce speeding	C-58 Less traffic on Minnehaha if lights are timed on Hiawatha
A-43 Tendency to run lights because drivers don’t want to wait (e.g. Lake Street)	B-83 Get rid of traffic light at Target/Snelling	C-59 Reduced traffic on Minnehaha
A-44 Poor access to Hiawatha commercial businesses from Hiawatha	B-84 Reconfigure signalization to speed traffic (make lights more intelligent)	C-60 Fewer backups of cars
A-45 Increased traffic on 46 th Street, stacked traffic from Hiawatha intersection	B-85 Roundabout at 32 nd & Minnehaha	C-61 Lower blood pressure
A-46 It’s a mess. Difficult crossing anywhere along Hiawatha Avenue	B-86 Signage/clear way to get into strip mall south of 46 th Street on Hiawatha	C-62 More people willing to come to area
A-47 Impact of St. Paul traffic on 46 th Street area	B-87 Promote trip bundling. Reduce unnecessary trips	C-63 Business maintain visibility to passing vehicles
A-48 Cars accessing businesses block/slow down traffic. (Access control) both south and north of 46 th Street	B-88 When LRT has arm down, let traffic go north and south on Hiawatha, not have red light from time of LRT approach to after LRT passes area	C-64 More efficient travel
A-49 46 th Street with articulated bus stops for LRT crossing backs up traffic	B-89 Traffic lights to ease entrance to strip mall or roundabout	C-65 More pedestrian-oriented businesses
A-50 Transit users park on side streets. Residents may not have off-street parking, so problem for residents, service persons, visitors, etc.	B-90 Park & ride	C-66 Improved flows (shorter wait times)
A-51 If cars park on both sides of street, not enough space for cars to pass, especially in winter		C-67 Less traffic turning onto businesses (fewer access points)
		C-68 Lower traffic volumes on Minnehaha Parkway
		C-69 Better vehicle access to 46 th strip mall

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4. SUMMARY ISSUE: How can streets be designed to accommodate all users and how can design influence users' behavior?		
<p>A-52 Street intersections are unfriendly to bicyclists and pedestrians.</p> <p>A-53 Minnehaha has become a new highway – makes it difficult to be a residential neighborhood</p> <p>A-54 Wider road width is desired</p> <p>A-55 One-way streets</p> <p>A-56 Lake Street underpass is unfriendly and scary</p> <p>A-57 Cars speeding in neighborhood / cars drive too fast</p> <p>A-58 Maintain roads – fix potholes</p> <p>A-59 Patchwork repairs to roads</p> <p>A-60 Too far to walk to LRT for “disabled folks”</p> <p>A-61 What are they doing elsewhere?</p> <p>A-62 46th & Minnehaha is treacherous</p> <p>A-63 People drive fast on 46th to get through green traffic light on Hiawatha</p> <p>A-64 Pedestrian walk across lawns to get to their cars</p> <p>A-65 Pilots leave cars on streets</p> <p>A-66 Worries about kids and traffic</p> <p>A-67 Will there be housing along Hiawatha. If so, how close, what will it do to traffic?</p>	<p>B-91 Install traffic calming measures on Minnehaha</p> <p>B-92 Eliminate left turn lanes into Walgreens and service station from 46th Street</p> <p>B-93 Install yellow blinking arrows at right turns on Hiawatha</p> <p>B-94 Make a dedicated bike path along the entire Hiawatha Corridor</p> <p>B-95 Promote the corridor as a walking and biking route</p> <p>B-96 Make dedicated bike lanes on every street</p> <p>B-97 Create a bicycle greenway along the corridor</p> <p>B-98 Put bike path on 40th Street</p> <p>B-99 Move bike lane on Minnehaha next to the curb so parking is then between bikers and traffic</p> <p>B-100 Make sidewalks wider on Minnehaha</p> <p>B-101 Improve intersections with Minnehaha to make traffic movements more clear and safer</p> <p>B-102 Install stop sign at 31st Street and 22nd Avenue</p> <p>B-103 Monitor speeds on Minnehaha to make it more resident friendly (electronics, signs, police)</p> <p>B-104 Every three to four blocks a major artery for bikes</p> <p>B-105 Close River Road over the weekend or make one-lane only</p> <p>B-106 More economic development closer to home – social/cultural</p> <p>B-107 23 bus route could be low-floor bus</p> <p>B-108 More HourCars</p> <p>B-109 Smooth flow on Hiawatha</p> <p>B-110 Bumpouts</p> <p>B-111 Median on 46th Street</p> <p>B-112 Keep parked cars on street to calm traffic</p>	<p>C-70 Connectivity – people are able to get to many locations via transit, biking, walking, and car</p> <p>C-71 More transportation options</p> <p>C-72 Better-maintained streets</p> <p>C-73 More and safer bike lanes, trails, greenways within corridor and connecting to other trails</p> <p>C-74 Slower and safer traffic on all corridor streets</p> <p>C-75 More attractive and appealing places for people to walk and bicycle</p> <p>C-76 Preference to bikes on preferred routes</p> <p>C-77 More transit capacity</p> <p>C-78 More bike commuters to work</p> <p>C-79 More people out of cars on bikes, walking, on transit</p> <p>C-80 Safe streets</p> <p>C-81 More transit riders</p> <p>C-82 Negative: Unintended consequences of pedestrian safety as a result of narrow streets</p> <p>C-83 Fewer premature deaths</p> <p>C-84 Improved safety</p> <p>C-85 Less noise from traffic</p> <p>C-86 Improved gas mileage</p> <p>C-87 More seniors walking</p> <p>C-88 Less congestion at 46th intersection</p> <p>C-89 People will be able to cross the block safely and easily</p>

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5. SUMMARY ISSUE: How can transit efficiently and adequately serve the community: including the disabled?		
<p>A-68 Bus shelters are unfriendly during the winter</p> <p>A-69 Difficult for disabled people to access transit</p> <p>A-70 Need more amenities at bus stops</p> <p>A-71 Busses don't go directly to key destinations such as the U of M</p> <p>A-72 How can area businesses benefit from proximity to LRT?</p> <p>A-73 Bus shelters block visibility at intersections</p> <p>A-74 Bus shelters block sidewalks</p> <p>A-75 Access to Cedar Riverside via direct bus</p> <p>A-76 Bus service has improved since LRT was built (connections to St. Paul)</p> <p>A-77 Why do we only have one size bus? Different sizes accommodate different uses</p> <p>A-78 No direct bus access to University of Minnesota</p>	<p>B-113 Add amenities to bus shelters (walls, heating , lighting)</p> <p>B-114 Improve signage for LRT stations</p> <p>B-115 Lower transit fares</p> <p>B-116 Make improvements to facilitate mobility for the disabled</p> <p>B-117 Increase frequency of trains</p> <p>B-118 Consider adding (LRT) stops at 35th or 32nd</p> <p>B-119 Simplify transit fares and ticket purchasing</p> <p>B-120 Improve bus frequency and bus connections</p> <p>B-121 Build more LRT lines and provide access to more locations</p> <p>B-122 Signage at LRT getting people to area businesses</p> <p>B-123 Short- and long-term parking opportunities at LRT station (park-and-ride)</p> <p>B-124 Put bus stops after the intersection to not block cars making turns</p> <p>B-125 (Electric) circulators in neighborhoods</p> <p>B-126 Direct bus to University of Minnesota</p> <p>B-127 46th Avenue bus doesn't run frequently enough, connect to Ford Parkway, e.g. Becketwood</p> <p>B-128 More frequent bus service on Minnehaha Avenue</p> <p>B-129 Make painted or differently-paved crosswalk to attract attention and slow people down and make crossing safer</p> <p>B-130 Consider the use of jitneys (modern) as shared taxi</p> <p>B-131 Better transit service to Becketwood (including connection to Highland Park)</p>	<p>C-90 More people of all ages, incomes, and abilities using mass transit</p> <p>C-91 Trains stop where people need them</p> <p>C-92 Bus shelters meet riders' needs by being safe, attractive, and designed for all seasons</p> <p>C-93 Shelter from elements at waiting areas</p> <p>C-94 More frequency of routes</p> <p>C-95 Unobstructed views and paths for wheelchairs</p> <p>C-96 Higher LRT use/ridership</p> <p>C-97 Lower auto use (green benefits)</p> <p>C-98 Increased ridership</p> <p>C-99 Decreased auto traffic</p> <p>C-100 Feel safer, more comfortable waiting for bus</p> <p>C-101 More pleasant waiting environment for bus users</p> <p>C-102 Improved traffic flow</p> <p>C-103 Users don't have to wait long for bus</p> <p>C-104 Increased ridership. New riders, e.g. to University of Minnesota, Highland Park</p> <p>C-105 Improved service levels to key destinations</p>