

May 2, 2017

Capital Long-Range Improvement Committee Public Comment Session

In Support for prioritizing PV139 18th Ave NE (Johnson to Stinson)

The existing 18th Avenue NE between Johnson and Stinson is an unpleasant and unsafe route for accessing shopping, recreational, business and transportation resources. Windom Park is on its north side and residents need to cross this half mile roadway to access:

- Quarry Shopping Center, 21 commercial tenants
- US Post Office
- Metro Transit #30 bus stops, 3
- Stinson Market Place, 6 commercial tenants (interrupted sidewalk on north side)
- 18th Avenue Trail
- Minneapolis Diagonal Trail
- MPRB Northeast Athletic Fields (35 acres), Jim Lupient Water Park and new (15,000 sf) Recreation Center scheduled to open in early 2018
- Yinghua Academy, 800 student enrollment and 96-person staff

None of this existed in 1969 when 18th Avenue was built. Unfortunately, access to these destinations is significantly car-centric. They are unsafe and difficult to access by a pedestrian and far more dangerous for a disabled person or a child. Near the Johnson & 18th Avenue intersection is a several block area of dense, multi-unit housing. Minnesota Compass 2011-15 statistics¹ record Windom Park Neighborhood having 1,252 (44%) renter occupied housing units out of 2,836 total housing units. A significant portion of these rental units exist near Johnson & 18th.

There are three primary 18th Avenue (Johnson to Stinson) crossings at the intersections of 18th & Johnson, 18th & Arthur and 18th & Stinson. The midpoint crossing at 18th & Arthur has a pedestrian path to the Quarry Shopping Center, the 22nd Bike Boulevard connection to the 18th Avenue Trail and a #30 bus stop. The other two routes to the Quarry are roughly ¼ mile east and west of 18th & Arthur. They are the east and west borders of the shopping center complex making it a longer walk to the two most essential stores, Cub Foods and Target.

It is anticipated that the 18th Avenue NE Reconstruction (Monroe to Johnson) will be substantially completed during the 2017 construction season. This will include a protected pedestrian / bike path on its south side. This path is part of the Great Northern Greenway² stretching from Theodore Wirth Park to the Diagonal Trail. The reconstruction will have improved crossings at Buchanan for accessing the Northeast Athletic Field Recreation Center and the Yinghua Academy as well as the Fillmore Bike Boulevard and Athletic Fields at 18th & Fillmore. No improvements are planned for the problematic crossing at the 18th & Johnson intersection.

mpls biker dan @ gmail.com

18th Avenue is a multi-modal transportation corridor. From 18th & Arthur, the MTC 30 bus travels east bound to business destinations like UPS, and several schools in the Mid-Industrial – Como Neighborhoods. It stops near Health Partners Clinic on Como before ending at the Westgate Green Line Station. The Green Line provides direct service to St. Paul and the University of Minnesota. West bound, the MTC 30 travels on Broadway into North Minneapolis. Bicycle commuters riding east bound on the existing undersized 18th Avenue Bike Trail connect to the Diagonal Trail, the Quarry Shopping Center complex, Roseville, Mid Industrial Neighborhood and the University of Minnesota. East bound from Johnson, the new 18th Avenue Trail will be a direct route into downtown Minneapolis and the river via connecting bike boulevards or south bound bus.

For these reasons I would urge CLIC to recommend and prioritize PV139 18th Ave NE (Johnson to Stinson). This is an opportunity to revitalize a street which has been a pedestrian barrier to destinations for Windom Park, Northeast Park and Holland neighborhood residents. It has the potential to enhance development at Central, Johnson and Stinson as well as the Quarry Shopping Center. Along with PV097 18th Ave NE Trail Gap, approval and implementation will result in substantial completion of the Northeast portion of the Great Northern Greenway. It offers the opportunity to further address the difficult intersections at 18th & Johnson and Stinson & CSAH 88.

Sincerely,

Daniel Miller
1959 McKinley St. NE
Minneapolis, MN 55418
612.309.5098

¹ <http://www.mncompass.org/profiles/neighborhoods/minneapolis/windom-park>

² <http://www.minneapolisriverfront.org/riverfront-initiatives/great-northern-greenway/>

att: Satellite view of possible enhanced pedestrian crossings on 18th (Johnson to Stinson)
Annotated PV139 18th Ave NE (Johnson to Stinson) Budget Request



18th Avenue NE from Johnson St to Stinson Blvd.

Pedestrian Crossings to enhance with signing and street markings

1. 18th & Johnson
2. 18th & Hayes
3. 18th & Arthur - pedestrian path to Quarry Shopping Center
4. 18th & Benjamin
5. 18th & Stinson

Minneapolis Capital Budget Request City of Lakes

Project Title: PV139 18th Ave NE (Johnson to Stinson)

Project Location: on 18th Ave NE from Johnson St NE to Stinson Blvd

City Sector: East

Project Start Date: 4/15/20

Submitting Department: Public Works

Contact Person: Kelsey Fogt

Level of Need: Significant

Affected Wards: 1

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/20

Department Priority: 43 of 64

Contact Phone Number: (651) 673-3885

Project Description:

The proposed project will reconstruct approximately 0.5 miles of 18th Avenue Northeast (Municipal State Aid Route 284) between Johnson Street Northeast and Stinson Boulevard. This corridor serves an estimated 340 people walking, 280 people biking, and 6,800 people driving per day. Currently, the existing corridor includes sidewalk on one side of the street, two traffic lanes, and curbside parking on the north side. Some sections have sidewalk on both sides of the street. The area north of the project corridor is residential and abutting properties are a mix of single family and multi-family homes. A Post Office and The Quarry shopping center are located on the south side of the corridor. This will be a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1969 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 57 in 2011. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2019 PCI estimate ranges from 17 - 41. This segment of 18th Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, maintain boulevards with trees, address sidewalk obstructions and gaps, and implement a bicycle facility.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Special Assessments				505			505	
Transfer from General Fund				1,998			1,998	
Transfer from Special Revenue Funds				2,925			2,925	
Transfer from Stormwater Fund				37			37	
Total				5,465			5,465	

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimated annual cost to maintain this roadway is \$5,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape. A mill and overlay will also be needed in approximately 30 years to prolong the life of the road.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works anticipates beginning preliminary design and public involvement in 2018, completing design in 2019 and reconstruction in 2020.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

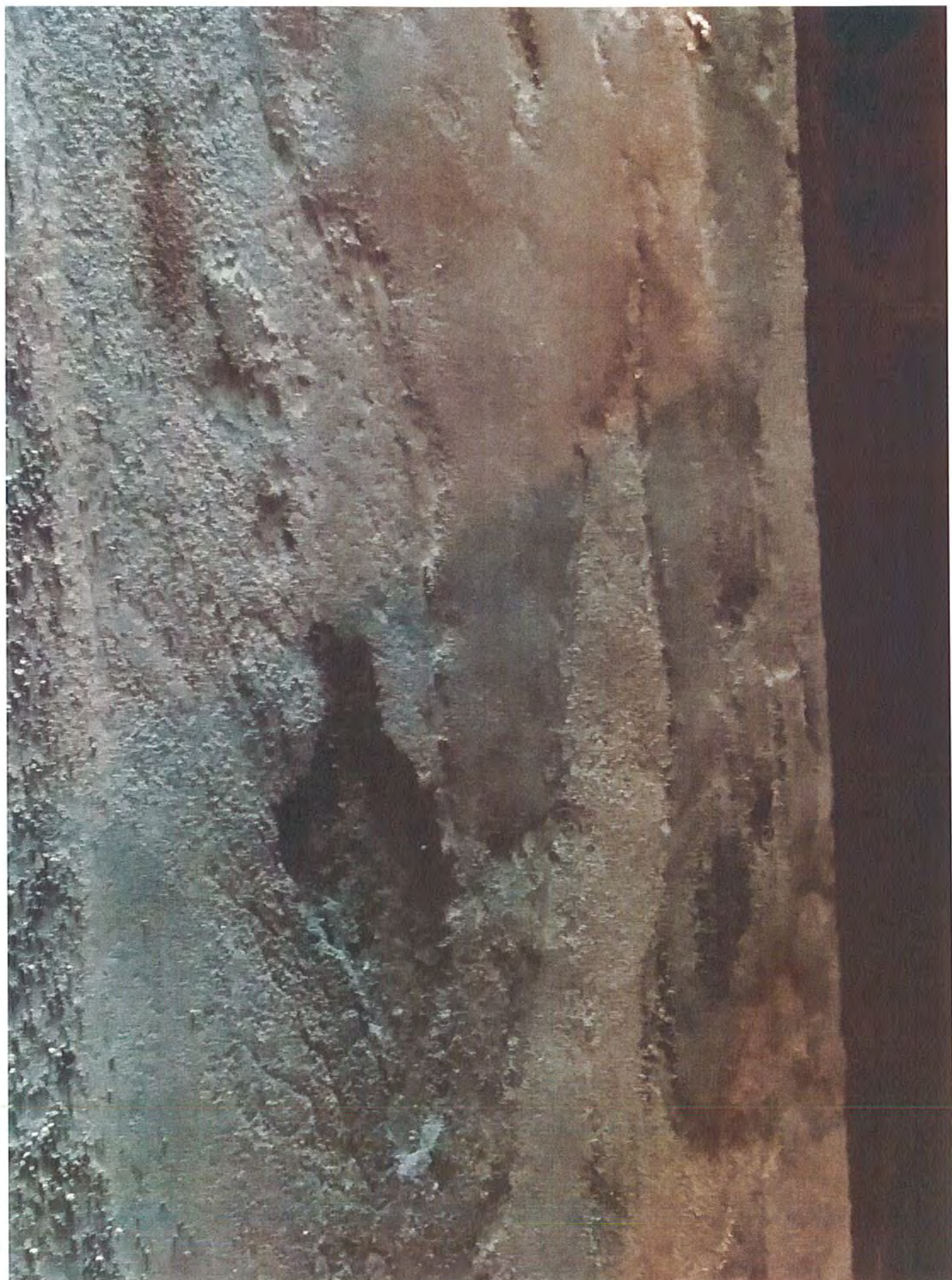
Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Name	I am a...	I walk/bike/drive through the viaduct...
Chris Linde	Biker	Several times per year Please provide your opinion of or interaction with the viaduct that you want those that maintain the area to know. Pavement is in very poor condition for a bike. I often worry about getting flats using the viaduct. Also lighting is very bad so you cannot see the pavement conditions in advance. This a good route for me to access the quarry and NE athletic fields.
Abby Reynolds	Pedestrian, Biker, Driver	Several times per week I live on the 600 block of Polk so I utilize the viaduct regularly. It's the quickest way to get to Central Avenue to travel south toward the river, access the closest bus stop on Central, and access the restaurants on Harrison Street and near East Hennepin Avenue. The road condition is bad as a driver, but even worse as a biker. And because of the poor lighting, it's hard to avoid the larger holes and bumps that could hurt me or my bike. As a pedestrian, I don't feel safe walking through the viaduct because of the poor lighting. If I'm by myself and it's at all getting toward the darker hours, I will walk north toward Broadway and take a several block detour so I don't have to walk through the viaduct alone.
Kacie L	Pedestrian, Biker, Driver	Daily I'm a female who walks through the viaduct daily. ANY improvement to make it feel or look safer (more lighting, trash bin on end of the sidewalk entering/exiting, the emergency police alarms they have like on the greenway, etc) would be helpful. There are always shattered and empty liquor bottles littering the inside. As a driver who uses it daily as well, the pot holes inside the viaduct needs filling. It's so dark inside you don't see them, they are starting to get big and there are a lot of them.
Eric	Pedestrian	Daily Everyday there are new empty liquor bottles and beer cans as if it's being used as a place for leisure for people who aren't likely part of the neighborhood. I'll avoid the viaduct and take a longer route early in the morning to catch my bus for work. It's the only place I feel unsafe in Beltrami.
Heidi Wiese	Pedestrian, Biker, Driver	Daily When driving through the viaduct, the street is full of pot holes. It's very difficult to see cyclists. For that reason, when I bike under it, I use the pedestrian path. I don't normally ride on the sidewalk, but it's so dark and bumpy on the roadway, I feel it's safer. And even on the pedestrian path, it's so dimly lit that I'm not sure whether I'll run over something. I only use the viaduct as a pedestrian during day/light because it feels unsafe. It's a pretty rundown viaduct but I use it daily by car or bike.
Erin Mcferson	Pedestrian, Biker, Driver	Several times per week I would consider the road nearly dangerous particularly for bikers. The tunnel gets very dark and some of the pot holes are so huge and frequent that I worry I will pop a tire or loose control. Oftentimes I would like to avoid going that route all together however then that forces me to bike down Hennepin which is too heavy traffic. I can't think of a road in NE that could use a makeover more than the spring street viaduct, in fact ever time I bike through there I wonder when it will get fixed.
Lucy Marsh	Pedestrian, Biker, Driver	Daily It is scary and dangerous. Broken bottles, trash, potholes, chunks of concrete and bad lighting.
Dave Altfillisch	Driver	Daily The chunks of concrete falling off repaired, the street surface beneath it repaired and not just patched. Feels as if that thing will collapse at any moment.
Travis Phillips	Pedestrian, Biker, Driver	Daily As a pedestrian, bicyclist, and driver who crosses under the viaduct daily, I am constantly concerned for my safety. The pavement condition is horrible and dangerous for vehicles and bikes, and I have known of the potholes to cause damage to cars. Chunks of concrete appear ready to fall at any moment. Rebar is exposed in numerous places. It is not very well lit, even during the day. Aesthetically, it is an eyesore and gives our neighborhood a run-down appearance. I think it is long overdue for major rehab.
Mat Kvidera	Pedestrian, Biker, Driver	Daily Pedestrian, Biker, Driver

C Schroeder	Driver	Several times per month	Not certain how the city can consider the road within the viaduct "fair". Unless in this past week they repaved it the last time I drove through I felt I literally went off roading - directly under the bridge. Just an opinion but this rail bridge and the rail bridge over Broadway via Buchanan St. are in desperate need of help.
Nick Brogren	Pedestrian, Biker, Driver	Several times per week	It is a blight on our neighborhood - and at one of the few entrances no less. This is a really cool structure that has a lot of potential to be a feature instead of an eyesore, and it wouldn't take too much - resurface , paint it up nice, put in some accent lighting, and you have something that would rival the Lowry Bridge. Let's make it a highlight instead of an avoidance.
			The road is in awful shape. The city's assessment of the current condition as "fair" is incorrect. When driving, it is necessary to slow down far beyond normal and reasonable speeds in order to not fear damage to my vehicle. It is by far the bumpiest patch of road that I drive on regularly. I often avoid it even though it is the most convenient route to get to many places within and outside of the Beltrami neighborhood. I see other cars and bikers slowing down as well.
			As a pedestrian, I've observed that the walkways are in decent shape and there is some lighting, but it's not enough. It can be a scary place to walk through, and I often have no other choice that doesn't take me at least 5-10 minutes out of my way.
Becky Phetteplace	Pedestrian, Driver	Several times per week	I'd like to see the road resurfaced (not just patched again, poorly) and more lighting and/or other improvements (such as cameras) made to the walkways.
			Summary: Almost all survey participants up until this point have requested the road be resurfaced (comments that are bolded) and lighting be improved. This survey has been running since May 3rd and is still open for responses. We hope to have more data and more responses over the course of the month.

































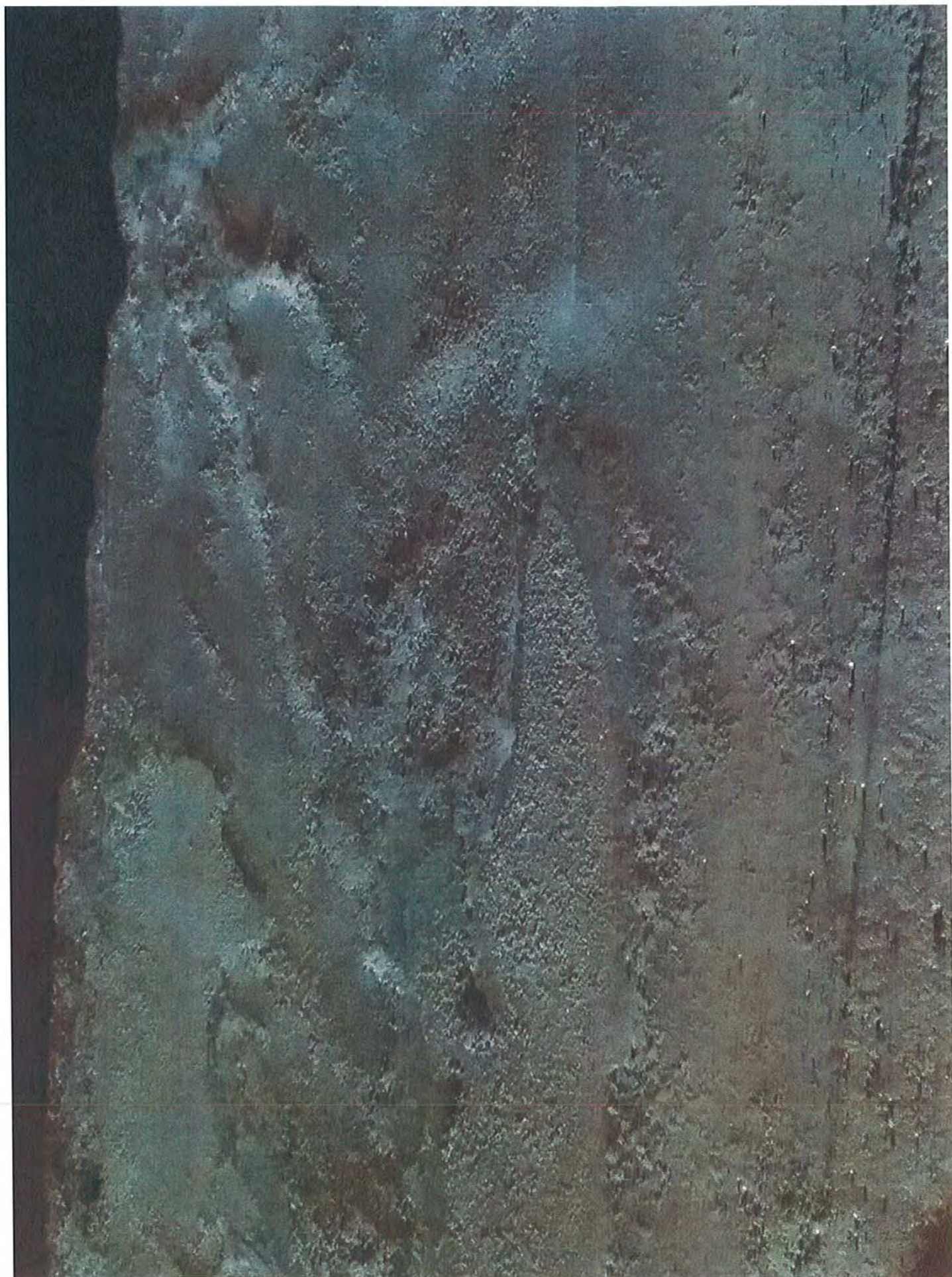


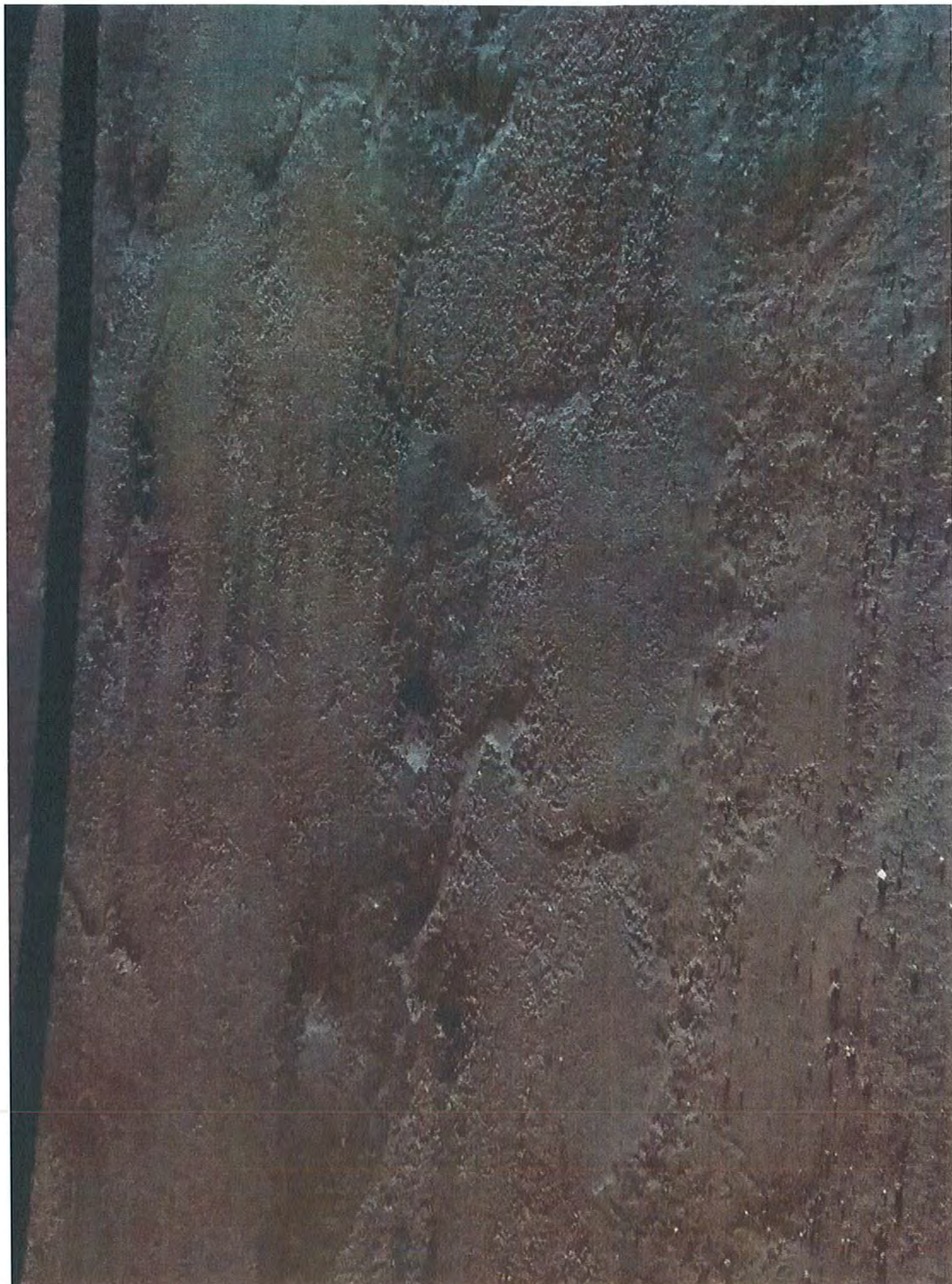


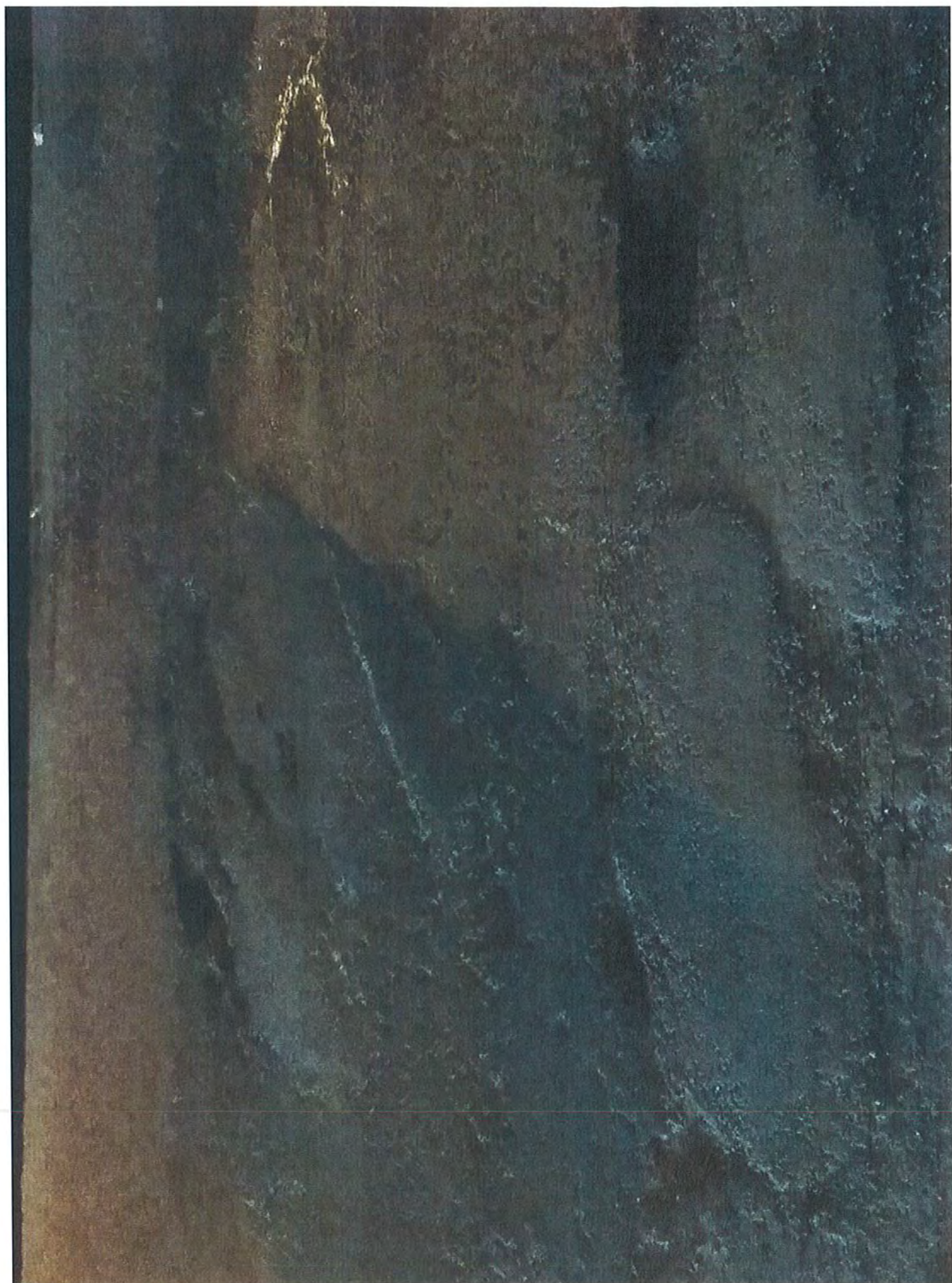










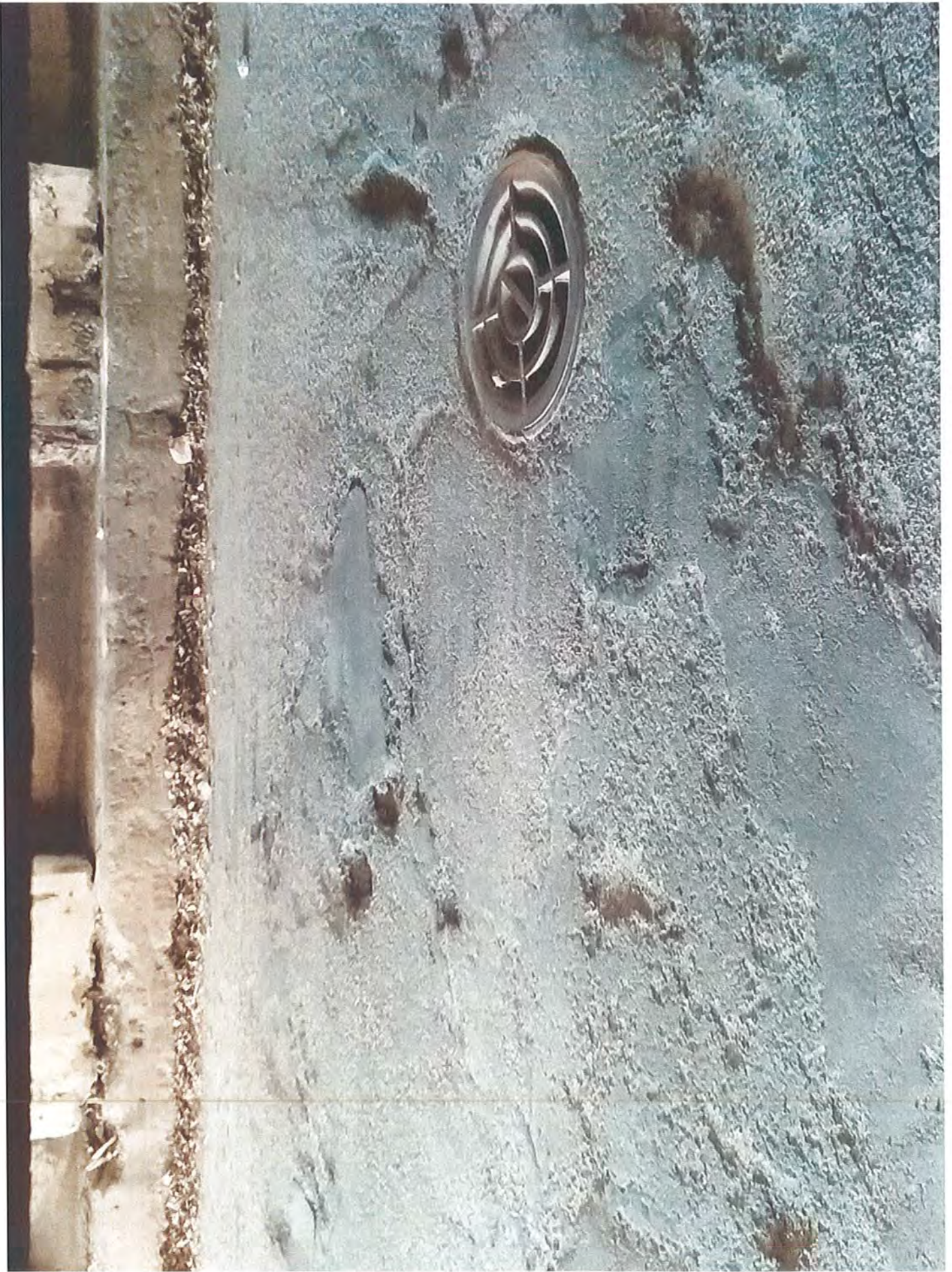












Google Maps Aldrich Ave S & W Franklin Ave



Imagery ©2017 Google, Map data ©2017 Google 50 ft

ONLY
ACCESS
POINTS

ONLY
ACCESS
POINTS

**Public Hearing for the 5 Year Capital Budget
PV 154 – Franklin Ave W (Hennepin-Lyndale)**

11 May, 2017
Saralyn Romanishan
2111 Aldrich Ave S
Minneapolis, MN 55405
sararomanishan@yahoo.com

My name is Saralyn Romanishan and I live in the Wedge Neighborhood, a half block from Franklin Ave.

The budget request lists a street repaving project, PV 154, for Franklin Ave W between Hennepin in Lyndale but lists it for 2022. I am requesting that the project be moved up to 2018 due to the rapid disintegration of Franklin Ave and a complete lack of city maintenance for many years. I have several pictures of the street and curbs showing the bad condition, especially by Vision Loss Resources.

I also have 2 urgent related projects that I request be completed as soon as possible on Franklin Ave W.

Last year, several residents became very concerned regarding pedestrian, bicycle, and motor vehicle safety along Franklin Ave W between Lyndale and Hennepin Ave S. I have 2 petitions signed by residents and 2 letters from the Lowry Hill East Neighborhood Association requesting the installation of a Green Left Turn Arrow Signal from eastbound Franklin Ave W to northbound Lyndale Ave S and the installation of a well-lighted Pedestrian Crosswalk with Warning Signs across Franklin Ave W and Aldrich Ave S. I have several pictures of the unsafe conditions at both intersections.

I am showing an aerial photo of Franklin Ave W. On it, one can clearly see the broken street, the location of Wedge Point Park used as a community garden and dog park at the intersection of Bryant and Aldrich, and the Wave Bike Bridge just to the north of the park.

The unsafe conditions at Lyndale and Franklin are well-known so I will speak specifically to the need for a crosswalk at Aldrich and Franklin.

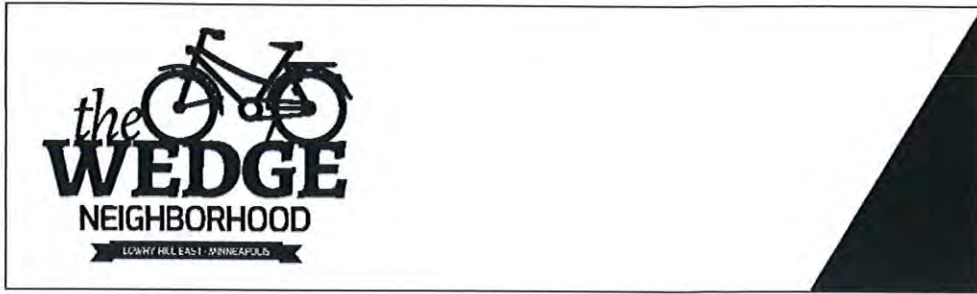
The list is basic:

- 1- Franklin is a steep hill and all eastbound vehicles (including bikes and the Peddlepub) travel at high speeds between Hennepin and Franklin.
- 2- Bryant is a Bike Boulevard but many of the bicyclists access the Bike Bridge from Aldrich
- 3- Many of the dogwalkers access the Wedge Point Park via Aldrich
- 4- The westbound 2 bus stop, which is non-ADA, is west of Lyndale and many riders cross Franklin at Aldrich
- 5- The Aldrich and Franklin intersection is unsafe year-round
- 6- The majority of the intersections in the Wedge neighborhood are blind intersections including this one
- 7- Throating does not help because parking is scarce in our neighborhood and many take the risk and park in the throating, blocking line of sight and emergency access

We need a crosswalk here and we need it soon.

Please put in the crosswalk and turn arrow to the earliest opportunity, and move the Franklin Ave street re-construction project up to 2018.

Thank you,
Saralyn Romanishan



20 July, 2016

Re: Left Turn Arrow

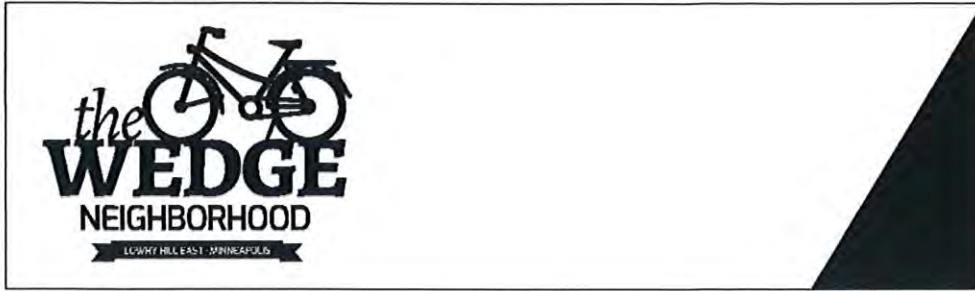
To Whom It May Concern,

The Lowry Hill East Neighborhood Association (LHENA) requests the installation of a Green Left Turn Arrow Signal from eastbound Franklin Ave W to northbound Lyndale Ave S. This intersection has long-term safety issues for all Pedestrians, Bicyclists, and all vehicles. This is the only side of the street without a turn arrow. Vision Loss Resources is also at this intersection. Please contact our Coordinator, Tina Erazmus at wedgecoordinator@gmail.com regarding our request.

Thank you,


Frank Brown

LHENA President



20 July, 2016

Re: Crosswalk

To Whom It May Concern,

The Lowry Hill East Neighborhood Association (LHENA) requests the installation of a well-lighted Pedestrian Crosswalk with Warning Signs across Franklin Ave W at Aldrich Ave S. This section of Franklin Ave W is a neighborhood street with long term safety issues for pedestrians and bicyclists. It is also a much used intersection for dogwalkers. Vehicles travel this street at high speed and block the intersections with traffic backup. This is also near Vision Loss Resources. Please contact our Coordinator, Tina Erazmus at wedgecoordinator@gmail.com regarding our request.

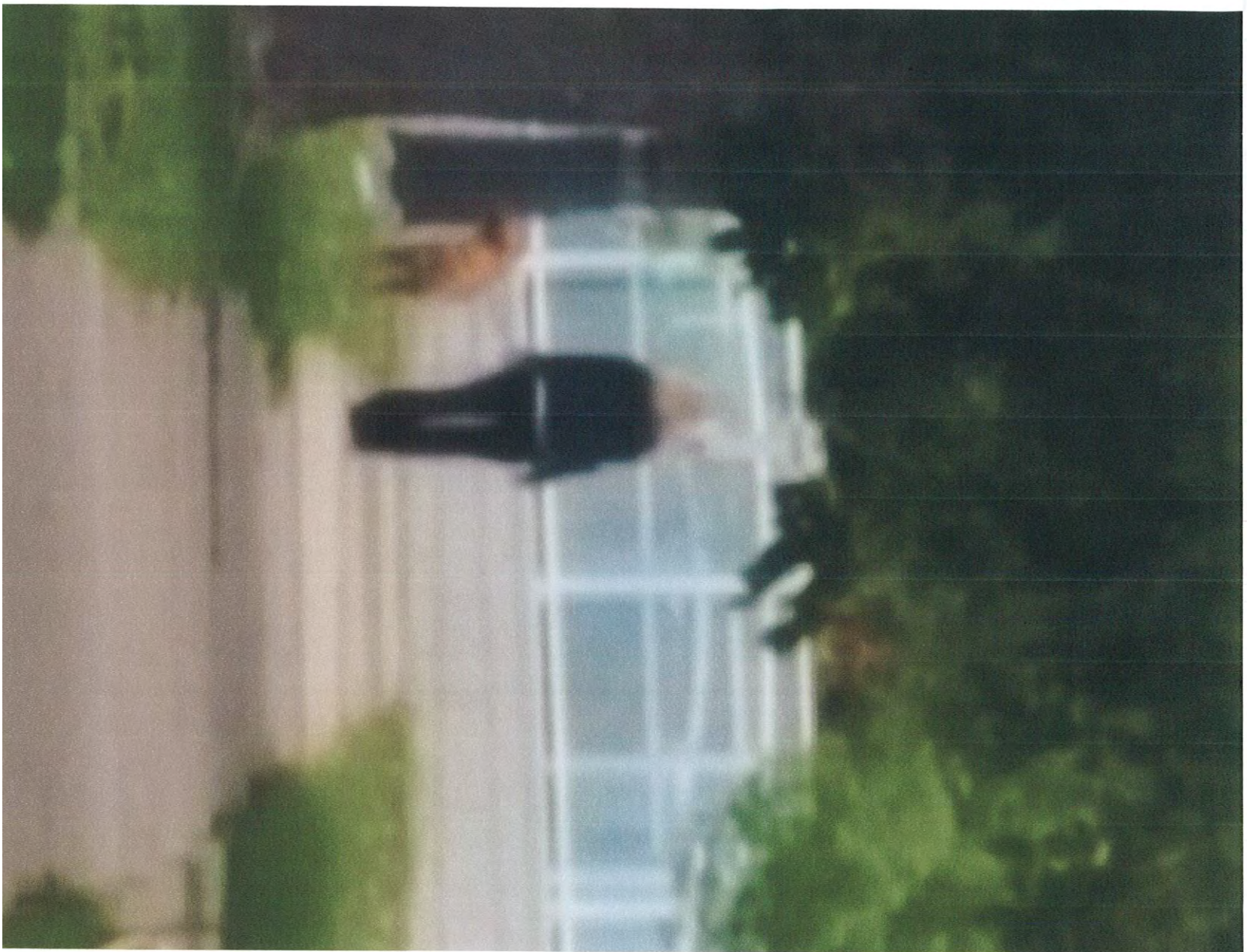
Thank you,

A handwritten signature in blue ink, appearing to read 'Frank Brown', is written over the printed name.

Frank Brown

LHENA President

DEGWAKE
ON AUDREY AVE.
AFTER CROSSING
FRANKLIN AVE



CAR VS.
PEDESTRIAN
BALDRICH
AVE S. +
FRANKLIN
AVE W.
WITH
TRAFFIC
BACKUP
AT LYNDALE



Route 2 Bus
at Franklin Ave
& Aldrich Ave S.
& Broken Street
Between Aldrich &
Bryant Aves



Bus vs. Biker

~~3218~~ ALDRICH AVE
+
FRANKLIN AVE



TRYING TO
CROSS FROM
THE WAVE BIKE
BRIDGE
AUDRICH AVE S.
& FRANKLIN
AVENUE.



CARS BLOCKING INTERSECTION ~~2ND AVE S~~ FRANKLIN AVE. W. & ALDRICH AVE S.

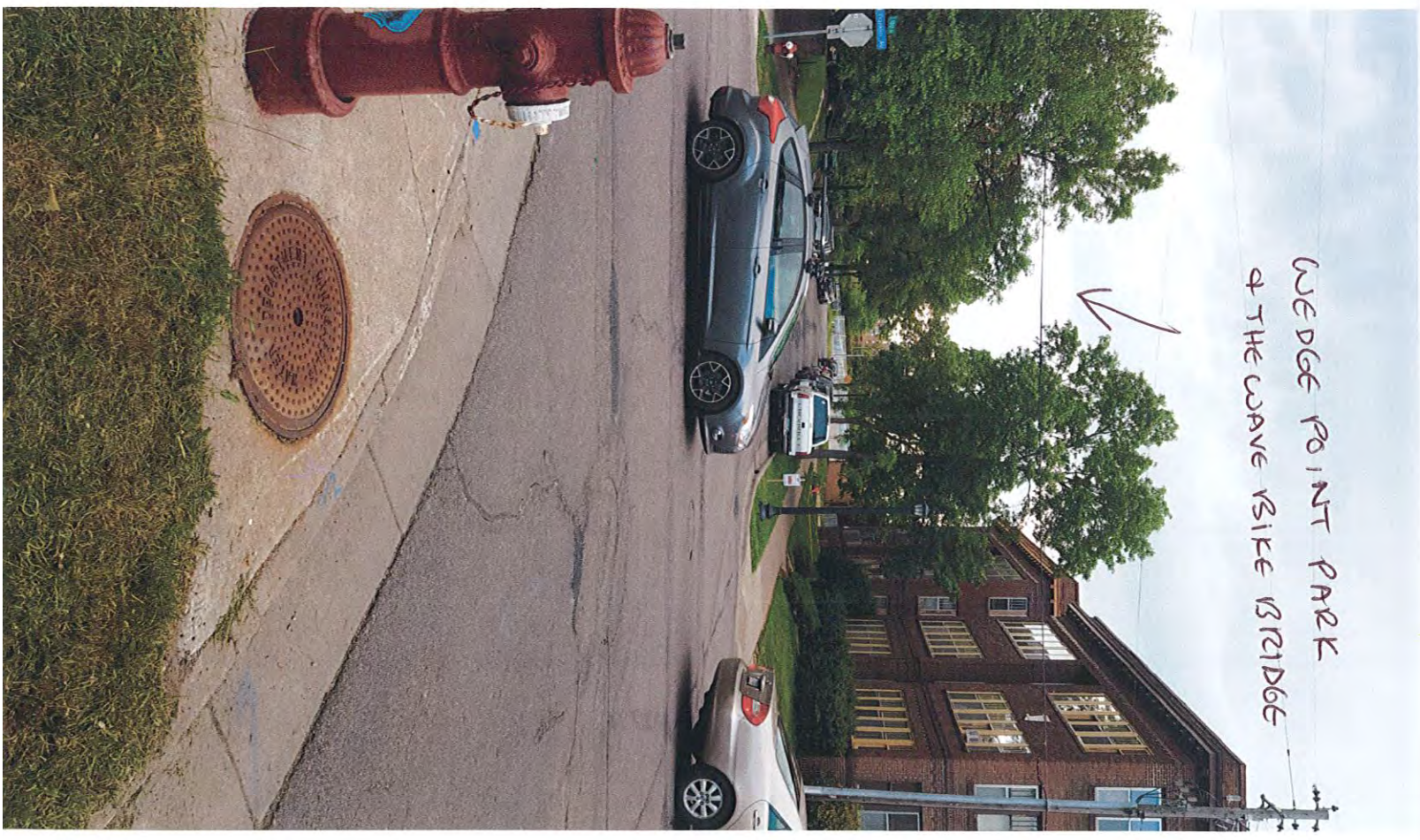


CARS BLOCKING THE INTERSECTION OF ~~FRANKLIN~~ FRANKLIN AVENUE, & ALDRICH AVES.



CARS BLOCKING
INTERSECTION
FRANKLIN AVE.
& ALDRICH AVE. S.

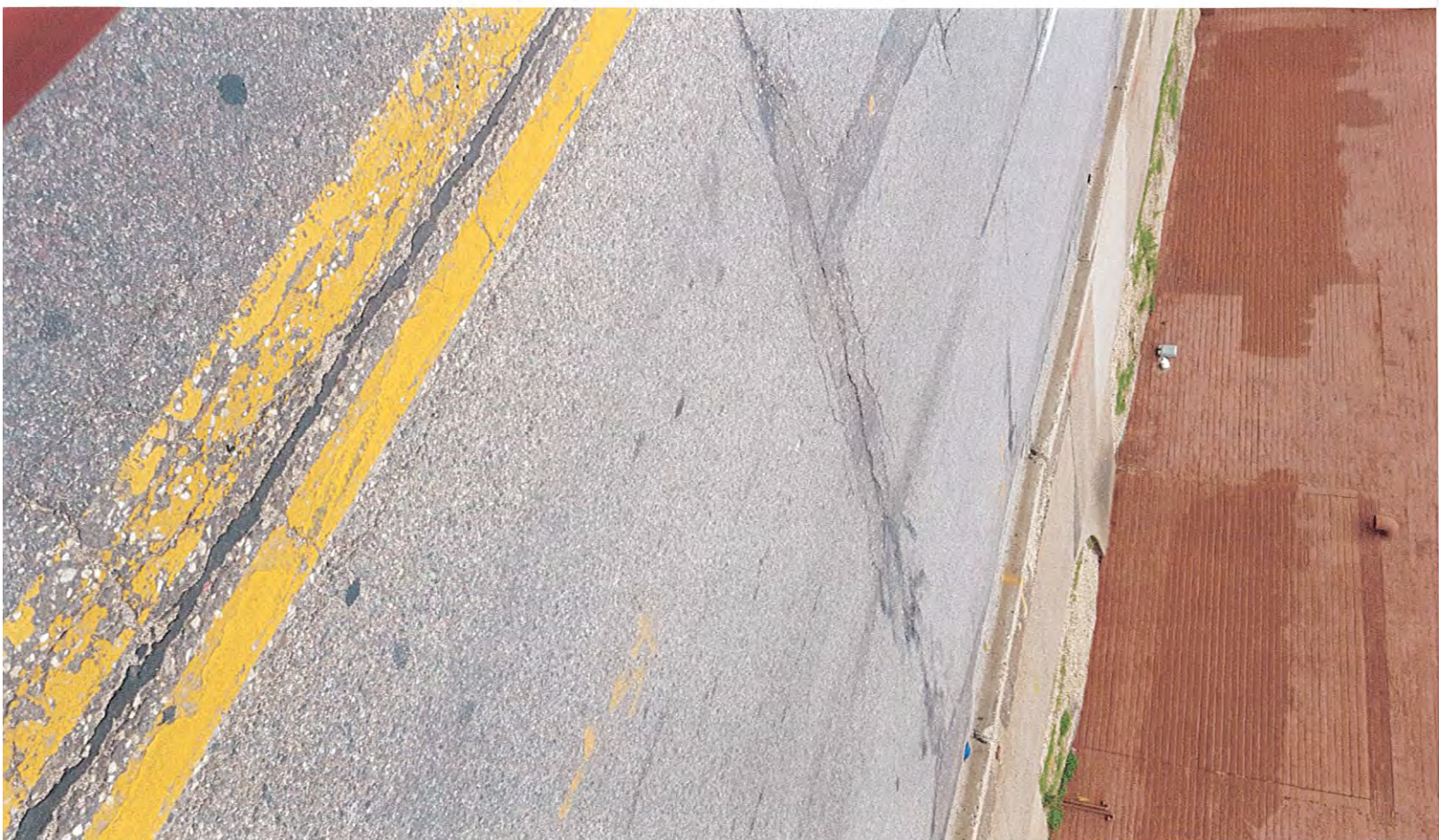
WEDGE POINT PARK
& THE WAVE BIKE BRIDGE



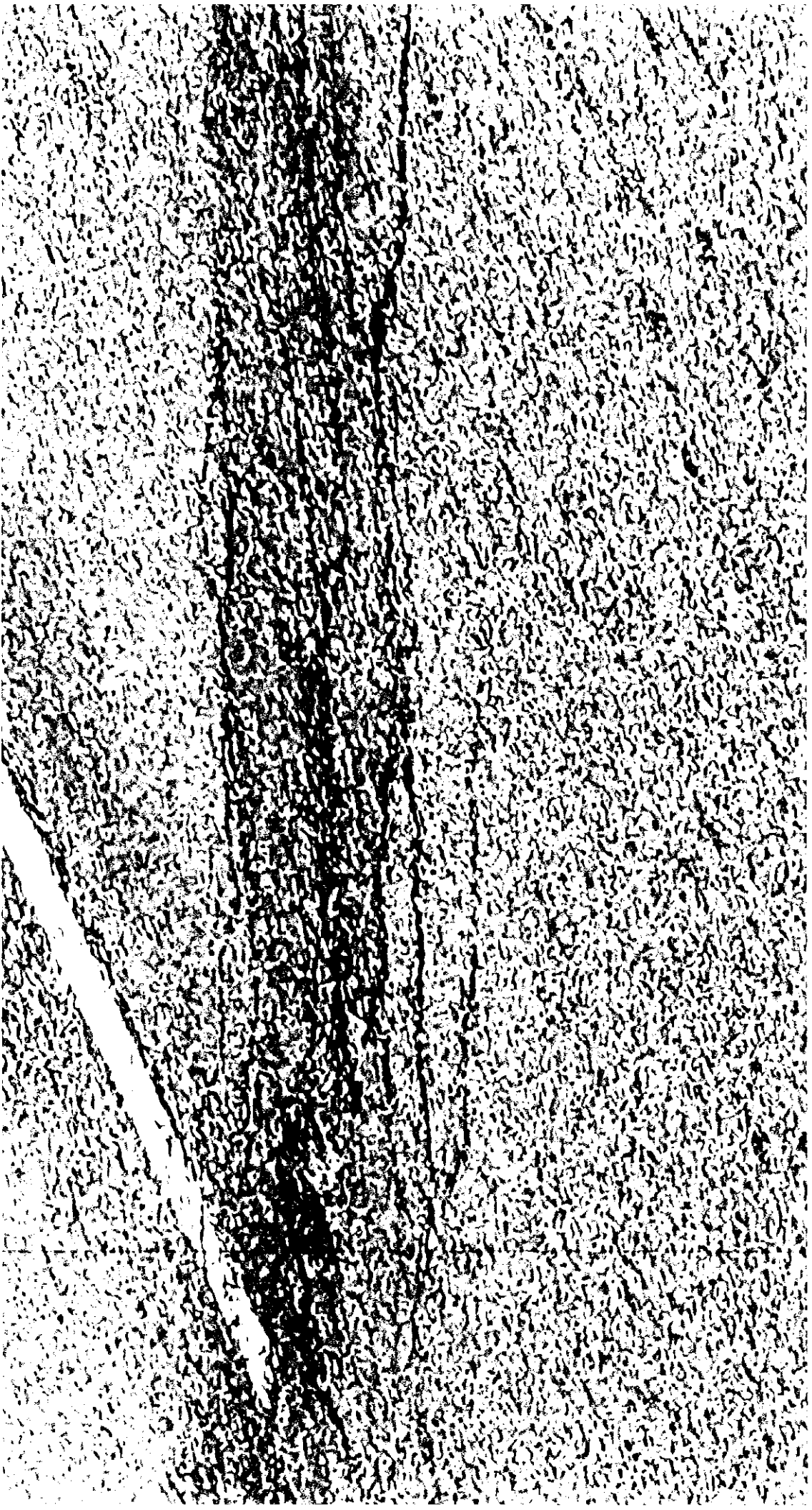
MASSIVE CRACKS UNDERNETH THE REPAINTED CROSSWALK SERVING VISION LOSS RESOURCES
FRANKLIN AVE W AT LYNDALE AVE S.



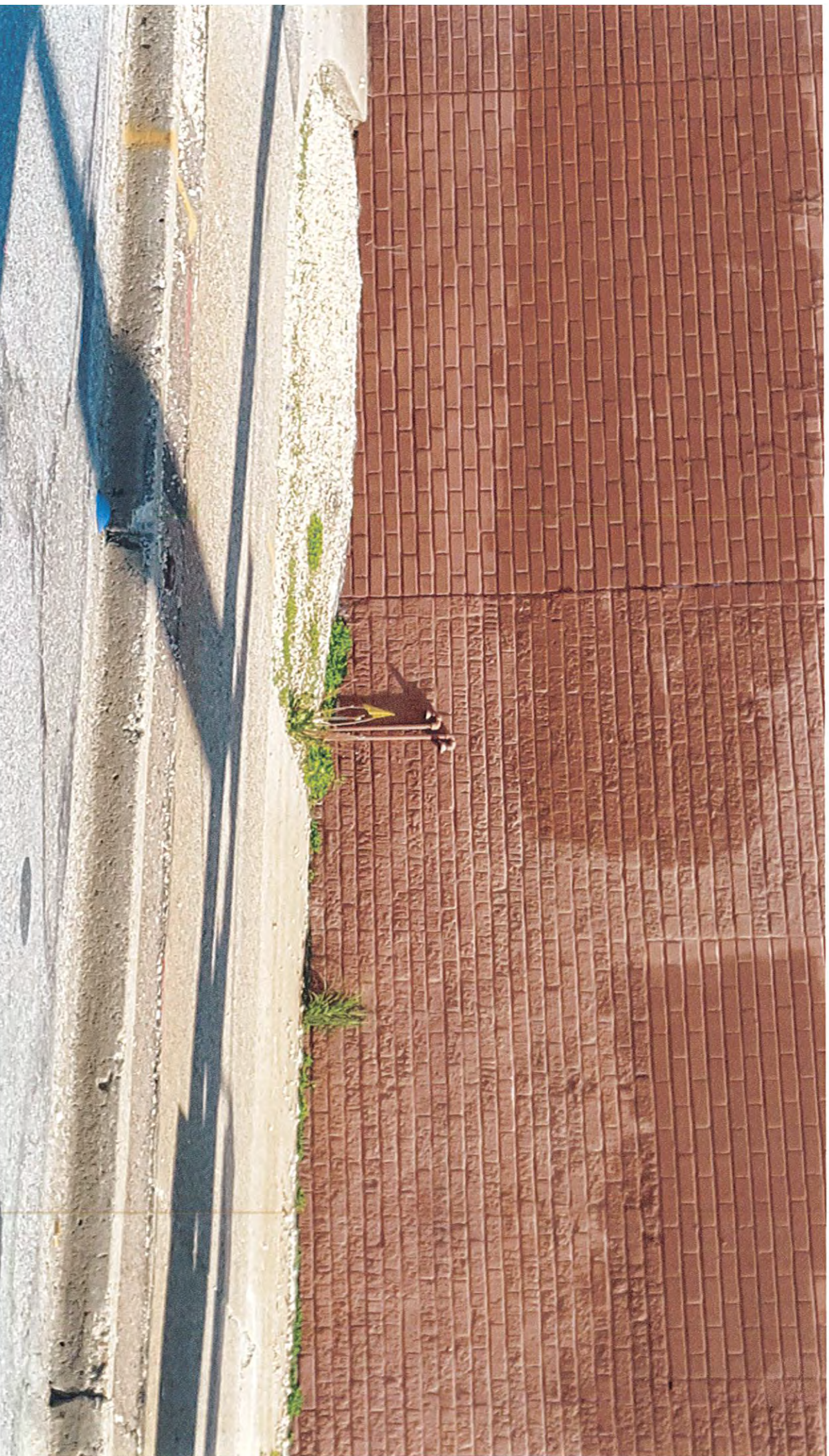
FRANKLIN AVE W
BROKEN STREET
BETWEEN LYNDALE
& ALDRICH



FRANKLIN AVE W BETWEEN LYNDAL & ALDRICH
BROKEN STREET



CUMBLING CURB, BROKEN SIDEWALK (NEAR NON-ADA BUS STOP)
FRANKLIN AVE W. NEXT TO VISION LOSS RESOURCES
1936 LYNDALE AVES.



PLEASE NOTE: NO BOULEVARDS

CRAWBLING CURBS
AND BROKEN STREET
SAME CORNER AS
VISION LOSS RESOURCES
1930 LYNDALE AVE. S.



PETITION



Left Turn Signal from Eastbound Franklin Ave W to Northbound Lyndale Ave S in the “Wedge” Neighborhood Minneapolis, MN

To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

Green Left Turn Arrow Signal from Eastbound Franklin Ave W to Northbound Lyndale Ave S in the “Wedge” Neighborhood Minneapolis, MN. There is currently a Right Turn Arrow on Westbound Franklin Ave W (this part of Franklin is a County Road – nbr 5) but there is no Green Left Turn Arrow Signal on Eastbound Franklin Ave W (this part of Franklin is a City of Minneapolis road).

The intersection of Franklin Ave W and Lyndale Ave S has been **unsafe** for pedestrians, bicycles, and motor vehicles for a very long time.

- Motor vehicles and bicycles must make a left turn against traffic and due to heavy traffic must often wait several red lights to turn (especially now with added construction).
- This also causes impatient drivers (of motor vehicles and bicycles) to risk turns too close to pedestrians crossing Lyndale Ave S.
- Although there is a bicycle bridge at Bryant Ave S to assist turning onto Lyndale, many bicycles still turn at the street instead of using the bridge.

This petition will be submitted to the LHENA Zoning and Planning Committee and then the LHENA Board to request a letter of support. Afterwards, the petition will be forwarded to the appropriate individuals. Please sign for the safety of our neighborhood residents, workers, and visitors.


I SUPPORT the installation of a Green Left Turn Arrow Signal from Eastbound Franklin Ave W to Northbound Lyndale Ave S in the "Wedge" Neighborhood Minneapolis, MN

To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME	ADDRESS	EMAIL
1	Jonno Coughlin	909 W Franklin #39	jonno.coughlin@gmail.com
2	Van Tolleson	2507 Bryant Ave #203	vanpaetz@gmail.com
3	Shirley Frieh	2105 Aldrich Ave. S	mfries54@gmail.com
4	Pat Ryan	1934 Aldrich Ave. S	pcjryan@gmail.com
5	John Saban	2222 Girard Ave S #3	jvababcock@gmail.com
6	Greg Schmidt	2632 Harriet S.	gregoryvschmidt@gmail.com
7	Mary Gazza	2634 Harriet Ave S	mhgazza@gmail.com

I SUPPORT the installation of a Green Left Turn Arrow Signal from Eastbound Franklin Ave W to Northbound Lyndale Ave S in the "Wedge" Neighborhood Minneapolis, MN

To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME	ADDRESS	EMAIL
15	Bruce Bravin	1704 W 28th St	brubru11@kattvaia.com
16	Peter Katim	2264 Colfax Ave S	sukditeim@gmail.com
17		2747 Emerson Ave S	gerbs.doneg@gmail.com
18	Jacob Devine	2316 Bryant Ave S. Minn, MN 55405	jacobdevine@gmail.com
19	Catherine Britt	2532 Aldrich Ave S	catherinebritt1@gmail.com
20	Rachel Usher	2532 Aldrich Ave S	rachel.d.usher@gmail.com
21	Brent Peterson-Hillegne	2717 Emerson Ave S	vickybrent@usfamily.net

I SUPPORT the installation of a Green Left Turn Arrow Signal from Eastbound Franklin Ave W to Northbound Lyndale Ave S in the "Wedge" Neighborhood Minneapolis, MN

To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

NAME	ADDRESS	EMAIL
22 Jamie Marshall	2305 Aldrich Ave S. Apt 3	jmiemarshall16@gmail.com
23 Raymond Calubayan	3208 Garfield #2	1toza99@yahoo.com
24 Charity Kroeker	3208 Garfield Apt 2	CKroeker0@yahoo.com
25 Beth Harrington	2804 Fremont Ave S	dockpainter@quest.net
26 Claudia Cerda	711 West 24th St	Cerdaclaudia813@gmail.com
27 Mary HASTNETT	2533 Colfax Ave	MARY.HASTNETT@VAUNET.NET
28 Kasey Kalke	1011 W 24th St Mpls.	nkalk@umw.edu

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To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME (please print)	ADDRESS	EMAIL
29	Mark Sweeney	2524 Coffey Ave S.	binobaby@aol.com
30	Sarah Romanishan	2111 Audrich Ave S. 55405	sararomanishan@yahoo.com
31	Bernadette Knaeble	2941 Bryant Ave S. Apls. 55408	knaeble@iphouse.com
32	Katie Jones Schmitt	2219 Bryant Ave S	Katiejonesschmitt@gmail.com
33	Jessica Swartout	1312 Douglas Ave 55403	jswartout1018@gmail.com
34	Heather Anderson	68 Hwy Davis Ln. 55411	prodigy.dog@gmail.com
35	Leah Edgar	3124 12th Ave S #103	lpedgar@uwalumni.com

I SUPPORT the installation of a Green Left Turn Arrow Signal from Eastbound Franklin Ave W to Northbound Lyndale Ave S in the "Wedge" Neighborhood Minneapolis, MN

To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME (please print)	ADDRESS	EMAIL
36	Jack Lee	2016 Aldrich Ave #7	jacklee88@gmail.com
37	EMILY BAKER	1150 Hennepin Ave. Apt. H508	emily.baker102@gmail.com
38	Susan Aho	2105 Aldrich Ave S	hasti55405@gmail
39	Alec Glass	2447 Aldrich Ave S	alecglass@gmail.com
40	Jacob England	2119 Aldrich	England.j12@gmail.com
41	Michelle Ferguson	2011 Aldrich	mferguson014@gmail.com
42	Lauren Ward	2011 Aldrich	lauren_ward2@hotmail.com

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NAME (please print)	ADDRESS	EMAIL
43 Seth Matz	2123 Aldrich	sethmichaelmatz@gmail.com
44 Alex Harristhal	From the neighborhood, but current registered address is 521 Lafayette Ave. NYC	alexharristhal@gmail.com
45 Thomas Hannan	4321 Chover Ave S	thomashannan5@gmail.com
46 Eden Mandewi	3212 Dupont Ave S	edemmandewi@gmail.com
47 Elias Lovasik	1919 DuPont Ave S	evanlovassik@gmail.com
48 Aaron Burnett	1919 Dupont Ave S	indieangeka2mn@gmail.com
49 CAPL PHOTO	2602 Lyndale Ave S	caplphoto@gmail.com

I SUPPORT the installation of a Green Left Turn Arrow Signal from Eastbound Franklin Ave W to Northbound Lyndale Ave S in the "Wedge" Neighborhood Minneapolis, MN

To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME (please print)	ADDRESS	EMAIL
50	Tim Zicko	2346 Bryant Ave S. MPLS. MN. 55405	
51	Krista V.	Mpls	lovingtheadrien@hotmail.com
52	Jerred	Mpls	Cats paw saw @ Gmail.com
53	Shawn Felte	8317 Bryant Ave S	shawnfelte@hotmail.com
54	Jared Christensen	2304 16th Ave S	jared806@gmail.com
55	VADIM GERSHMAN	123 W 26TH ST. MPLS	APT. 2
56	JOHN SCHREINER	2001 Dagant Ave S	Mpls

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To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME (please print)	ADDRESS	EMAIL
57	Morgan Halvorson	1936 Aldrich Ave S	mhalvor1@yahoo.com
58	Ellie Levy	1300 Yale place Minneapolis #404	ellielevy93@gmail.com
59	Michelle Chapman	1920 Portland Ave S	michelle.chapman@gmail.com
50	Jorgen Karlsson	2893 Knox Ave S	j.karlsson@gmail.com
51	Will Olsen	3119 14th Ave S	wobbleoh@gmail.com
52	Michael Terry	2619 NE MANNN St	miketerry@aol.com
53	Emily Fickens	711 W Franklin Ave	Emily.fickens@yahoo.com

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To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME (please print)	ADDRESS	EMAIL
54	Bruce Mair	1813 Irving Ave South	brumair@gmail.com
55	Jay Kutoy	2311 Aldrich Ave S.	tmccreel@yahoo.com
56	PIETRO FERRERO	317 GROVELAND AVE, MINNEAPOLIS	PIETRO.FERRERO@GMAIL.COM
57	Tracy Shellum	"	tracis777@gmail.com
58	Miriam Spector	1441 Johnson Ave S	chiquita_alvarez@yahoo.com
59	Abby Hallenbeck	1937 Aldrich Ave S	agallal4@gmail.com
60	Agwa Djula	1477 Blair Ave St. Paul MN	Djula@plcommn.edu

I SUPPORT the installation of a Green Left Turn Arrow Signal from Eastbound Franklin Ave W to Northbound Lyndale Ave S in the "Wedge" Neighborhood Minneapolis, MN

To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME (please print)	ADDRESS	EMAIL
61	KARIN R-HOLIDA	2007 ALDRICH AVE. SO. #2	krnhld771@gmail.com
62	Kyle Rogers	2444 Pillsbury Ave	cagers.kyle788@gmail
63	Junius Jara	2536 Lyndale Ave S	Jara.junior3@gmail.com
64	Kelli Feltmelt	2003 Lyndale Ave	kelli.p@ yahoo.com
65	Linda Brummer	2820 cedar lake pkwy Mpls 55416	LRB21280@gmail.com
66	Gwendolyn Jenkins	2015 pleasant Ave S #2	gwendolyn.a.jenkins@gmail.com
67	Rae Henry	1941 Aldrich Ave S	Sunnybaoly@gmail.com

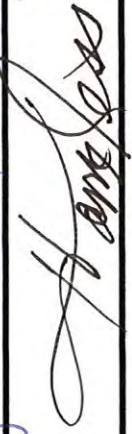

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To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME (please print)	ADDRESS	EMAIL
68	Nick Martavogh	2003 Aldrich Ave S. Apt 100	1nmurtagh@gmail.com
69	Kayla Vosper	2001 Bryant Ave S.	eastsiderat88@yahoo.com
70	Erik Larsen	1928 Aldrich Ave S. #103	modigliani8@yahoo.com
71	Dannon	909 W Franklin Ave #39A	dannsk@gmail.com
72	Mark Schneider	1785 Bryant Ave	Securite me.com
73	Anna	401 ridge wood ave S. #102	
74	Melissa Richards	714 7th Ave SE Minneapolis	MRichards664@gmail.com

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To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

	NAME (please print)	ADDRESS	EMAIL
75	JAMES KUIZER	1427 Henn. Ave S	James@JamesKlauer.com
76	David Smith	715 W. Franklin Ave	david@zeveloff.com
77	Walt Fagl	2517 Bryant Aves	—
78		Hennepin	—
79	Indira Kumar	506 Minneapolis	—
80		2305 Aldrich Aves	Aaron.Blecker@gmail
81	RACHEL TIMPNEY	2011 3RD AVE S	55404

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To: City of Minneapolis Public Works, Hennepin County Public Works, Hennepin County Commissioner Marion Greene, and Ward 10 Council Member Lisa Bender

NAME (please print)	ADDRESS	EMAIL
81 Laura Fincher	2120 Harriet Ave	laura.equinoche@gmail
82 Dennis Brock	2001 BRYANT AVE S	DENNIS_BROCK@YAHOO.COM



PETITION

Pedestrian Crosswalk with Warning Signs across Franklin Ave W at Aldrich Ave S in the “Wedge” Neighborhood Minneapolis, MN

To: City of Minneapolis Public Works, CPED, & Ward 10 Council Member Lisa Bender

This extremely wide intersection of Franklin Ave W and Aldrich Ave S has been unsafe for pedestrians, bicycles, and motor vehicles for a very long time. Due to the hill in winter, it is impractical to request stop signs or traffic signals but a well-defined, well-signed, and well-lit crosswalk would increase safety exponentially and benefit all.

- There are 3 blocks between designated crosswalks on this part of Franklin Ave.
- Pedestrians cross at Aldrich from the Route 2 bus stop on Franklin west of Lyndale to walk south on Aldrich Ave S.
- This is an intersection highly used by dog walkers which slows the amount of time it takes to cross the intersections as it leads to a public area favored by dog walkers.
- Motor Vehicles (buses, cars, motorcycles, and trucks), bicycles, and the Peddle Pub speed eastbound on Franklin Hill to Lyndale Ave S.
- Motor Vehicles (buses, cars, motorcycles, and trucks) block the intersection of Aldrich Ave S and Franklin Ave W while waiting for the traffic light at Franklin Ave W and Lyndale Ave S.
- There are many bars within a couple of blocks of this intersection and many people try to cross this intersection late at night, in the dark, and under the influence of alcohol.
- There is nothing at this intersection to assist drivers to see pedestrians at night or incentive to stop for pedestrians at night or at any time.

This petition will be submitted to the LHENA Zoning and Planning Committee and then the LHENA Board to request a letter of support. Afterwards, the petition will be forwarded to the appropriate individuals. Please sign for the safety of our neighborhood residents, workers, and visitors.

I SUPPORT the installation of a Pedestrian Crosswalk with Warning Signs across
Franklin Ave W at Aldrich Ave S in the "Wedge" Neighborhood Minneapolis, MN

NAME	ADDRESS	EMAIL
1 Jono Cougill	909 W Franklin #57	jono.cougill@gmail.com
2 John Tellefsen	1507 Bryant Ave #203	johnpact2@gmail.com
3 Mike	2105 Aldrich Ave. S.	mtfrees54@gmail.com
4 Paul Ryan	1934 Aldrich Av. S.	paulryan10@gmail.com
5 John Babcock	2222 Girard Ave S #3	jbabcock5@gmail.com
6 Leom Hubbard	2825 Hurst Ave	leomhubbard@gmail.com
7 Dave LaViolette	2721 Stevens Avenue	DAL1844@msn.com
8 Brian Jon Foster	2424 Stevens Ave	Brian@briandfoster.com

I SUPPORT the installation of a Pedestrian Crosswalk with Warning Signs across
Franklin Ave W at Aldrich Ave S in the "Wedge" Neighborhood Minneapolis, MN

NAME	ADDRESS	EMAIL
9 Mary Gazza	2634 Harriet Ave S #3	mhzgaza@gmail.com
10 Sarah Becker	4507 30 Ave S	
11 Chris Henderson	2746 Emerson Ave S	Ja hen 00@comcast.net
12 [Signature]	2747 Emerson Ave S	ge.bs.doe@gmail.com
13 Ben Brink	1204 W 28th St	brinkben@hotmail.com
14 Vorie Wilson	1204 W 28th St	Wilsonvorie@gmail.com
15 Jannette Lee	2728 Emerson Ave S.	mjlee@usinternet.com
16 [Signature]	2629 Bryant	williamson@...

I SUPPORT the installation of a Pedestrian Crosswalk with Warning Signs across Franklin Ave W at Aldrich Ave S in the "Wedge" Neighborhood Minneapolis, MN

	NAME	ADDRESS	EMAIL
17	Jacob Devine	2376 Bryant Ave. S Minn., MN 55405	jacobadevine@gmail.com
18	Rachel Usher	2532 Aldrich Ave. S. 55405	rachel.d.usher@gmail.com
19	Catherine Britt	2532 Aldrich Ave. S. 55405	catherinebritt1@gmail.com rachel.d.usher@gmail.com
20	Raymond Calabayan	3208 Bestfield Ave S 55408	1702979@yahoo.com
21	Mark Greenwald	2524 Coffey Ave. S.	binob@yahoo.com
22	Saralyn Ramanishan	2111 Aldrich Ave S. 55405	sararomanishan@yahoo.com
23	Katie Jones Schmitt	2219 Bryant Ave S	katiejonesschmitt@gmail.com
24	Bernadette Knaeble	2741 Bryant Ave. S.	knaeble@iphouse.com

I SUPPORT the installation of a Pedestrian Crosswalk with Warning Signs across Franklin Ave W at Aldrich Ave S in the "Wedge" Neighborhood Minneapolis, MN

	NAME	ADDRESS	EMAIL
25	Jessica Swartout	1312 Douglas Ave S5403	jswartout1018@gmail.com
26	Heather Anderson	629 Hany Davis Ln. S5411	prodigy.log@gmail
27	Jack Lee	2016 Aldrich Ave #2	jandrewlee@gmail.com
28	Emily Baker	1150 Hennipin Ave. Apt. H508	emily.baker100@gmail.com
29	Leah Edgar	3124 12th Ave S #103	lpedgar@uwalumni.com
30	Susan Hasti	2105 Aldrich Av S	hasti55405@gmail
31	Alec Glass	2447 Aldrich Ave S	alecglass@gmail.com
32	Jacob England	2119 Aldrich	EnglandJ12@gmail.com

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	NAME (please print)	ADDRESS	EMAIL
33	Michelle Ferguson	2011 Aldrich	mferguson014@gmail.com
34	Lauren Ward	2011 Aldrich	lauren-ward12@hotmail.com
35	Seth Matz	2123 Aldrich	sethmichaelmatz@gmail.com
36	Alex Harriethal	currently live in NYC, 521 Lafayette ave, but am from the neighborhood	alexharriethal@gmail.com
37	Thomas Harrison	4321 Chover Ave S	Thomas.harrison@gmail.com
38	Eden Mahdavi	3212 Dupont Ave S	edenmahdavi@gmail.com
39	Aaron Burnett	1919 Dupont Ave S	indieangel21@gmail.com
40	Paul Abbott	2002 Lynndale Ave	carlabbott25@gmail.com

I SUPPORT the installation of a Pedestrian Crosswalk with Warning Signs across Franklin Ave W at Aldrich Ave S in the "Wedge" Neighborhood Minneapolis, MN

	NAME (please print)	ADDRESS	EMAIL
41	Krista V.	Mpls	lovingthealien@hotmail.com
42	Tim Zuko	2314 BRYANT AVE S	Mpls MN 55405
43	Shawn Feitz	2317 Bryant Ave S	shawnfeitz@hotmail.com
44	Jerred Nelson		Catspaw.saw@gmail
45	Javed Christensen	2304 16 TH Ave S	javedce86@gmail.com
46	VADIM GERSHMAN	123 W 26 TH ST #2	MPLS.
47	JOHN SCHRISTNER	2001 Bryant Ave S	Mpls
48	Morgan Halvorson	1936 Aldrich Ave S	mhalvor@yahoo.com

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	NAME (please print)	ADDRESS	EMAIL
49	Ellie Levy	1300 Yale Place Minneapolis	ellielevy93@gmail.com
50	Michelle Chapman	1920 Portland Ave S #2409	michelle.chapman@gmail.com
51	Jorgen Karlsson	2895 Knox Ave S	jkarlsund@gmail.com
52	Michael Terpen	2619 NE Mansfield St	wikeberty@hotmail.com
53	Will Olsen	3119 14th Ave S	wobbleoh@gmail.com
54	Emily Eichman	Colfax 7300a 712 N Franklin	emily.eichman@yahoo.com
55	Bruce Mair	1813 Irving Ave South	brumaire@gmail.com
56	Jay Luton	2310 Alhambra Ave S	Jluton@aig-

I SUPPORT the installation of a Pedestrian Crosswalk with Warning Signs across Franklin Ave W at Aldrich Ave S in the "Wedge" Neighborhood Minneapolis, MN

	NAME (please print)	ADDRESS	EMAIL
57	PIETRO FERRERO	317 GROVELAND AVE, MINNEAPOLIS	PIETROFERRERO@GMAIL.COM
58	Tracy Shellum		trac577@gmail.com
59	Alicia Spradlin	1941 Aldrich Ave S	chiquita-alicia@yahoo.com
60	Aqwa Djumu	1477 Blair Ave St. Paul, MN	djumu@u.wisc.edu
61	Holly Gallagher	1937 Aldrich Ave S	agallah4@gmail.com
62	KARIN A. HOLIDA	2007 ALDRICH AVE SO. #	171@knhld@gmail.com
63	Kyle Rogers	2444 Pillsbury Ave	cooperskyk788@gmail.com
64	Junior Tora	2536 Lyndale Ave	Torajunior30@gmail.com

I SUPPORT the installation of a Pedestrian Crosswalk with Warning Signs across Franklin Ave W at Aldrich Ave S in the "Wedge" Neighborhood Minneapolis, MN

	NAME (please print)	ADDRESS	EMAIL
65	Kelli Pettend	2005 Aldrich Ave S	kelli.pettend@car
66	Leila Brunner	2820 Cedar Lake Pkwy Mpls 55416	LRB2128@gmail.com
67	Gwendolyn Jenkins	2015 Pleasant Ave S #2	gwendolyn.a.jenkins@gmail
68	Rae Henry	1941 Aldrich Ave #9	SunnyRaeLyn@gmail
69	Nick Morkaugh	2003 Aldrich Ave Apt 100	nmorkaugh@gmail.com
70	Karla Vosper	2001 Bryant Ave S.	eastsiderat9@yahoo.com
71	ERIK LASEN	1928 Aldrich Ave S. # 103	Modigliani88@yahoo.com
72	Dannon Cissen	909 W Franklin Ave #39A	dannock@gmail.com

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	NAME (please print)	ADDRESS	EMAIL
73	Jo Axon Blecher	2305 Aldrich Ave S	Axon, Blecher@gmail
74	RACHEL TIMMAN	2011 3 RD AVE S 55404	racheltimman@gmail.com
75	Laura Gunther	2120 Harriet Ave	Laura.e.gunther@gmail
76	DENNIS BURDICK	2001 BRYANT AVE S	DENNIS-BURDICK@YAHOO.COM

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	NAME (please print)	ADDRESS	EMAIL
77	Wendy L. O'Leary	1785 Bryant Ave	sewisse@me.com
78	Heidi O'Leary	401 Ridgewood Ave	
79	JAMES KLOIBER	1927 Henn. Ave. S	James@JamesKloiber.com
80	David Smith	715 Franklin Ave	davids1042@yahoo.com
81	Wendy O'Leary	2517 Bryant Ave S	
82	James O'Leary	James O'Leary	
83	Annali Johnson	550 Minnesota	

265 UTV
Silver BMW speed up to 100 mph

Public Hearing for the 5 Year Capital Budget
PV 113 – 29th St W Phase 2

11 May, 2017
Saralyn Romanishan
2111 Aldrich Ave S
Minneapolis, MN 55405
sararomanishan@yahoo.com

Regarding PV 113, the 29th St Phase 2 plan, please keep all parking. The street is packed with cars and the residents have nowhere else to park them. Phase 1 has proven to be unremarkable and does not live up to the expectations promoted by the city. Let us hope that phase 2 is better planned with another entrance to the greenway and parking.

Thank you,
Saralyn Romanishan



333 Washington Avenue South, Suite 107, Minneapolis, MN 55401 | 612.338.2122 | the2020partners.com

May 1, 2017

To Whom It May Concern:

Tim Bildsoe, President of the North Loop Neighborhood Association (NLNA), delivered a special presentation to the 2020 Partners on April 19, 2017 regarding potential street improvements being forwarded for consideration in the City's 5-year Capital Improvement Plan (CIP). The North Loop has been growing at an accelerated rate for several years and the NLNA's presentation effectively pointed out that street improvements have not been keeping pace with the residential and commercial growth.

The 2020 Partners is an evolving private and public forum that organizes to facilitate the continuing transformation of the North Loop by knitting together communities and leveraging district assets with a special emphasis on Target Field, Minneapolis Farmers Market, transit and energy. One part of our work is to emphasize improvements for the pedestrian realm, particularly for the streets included in **Project ID: PV135**:

- 2019: 3rd Street (Heritage Street Plan)
- 2019: 5th Avenue (Heritage Street Plan)
- 2019: 7th Avenue
- 2019: 8th Avenue
- 2019: 9th Avenue

The North Loop is a thriving neighborhood that is home to a growing number of residents who have ranked pedestrian safety and viable streets at the top of their priorities. Additionally, hundreds of thousands of people frequent Target Field and North Loop businesses, as well as employees commuting to and from a growing employer base. The streets referenced in **Project ID: PV135** are a critical safety concern and we advocate them to be included in the City of Minneapolis' 5-Year CIP.

Sincerely,

Nicholas R. Koch
Chair
2020 Partners

Dan Collison
Executive Director
2020 Partners

North Loop Street Condition

3rd Street North



- 100-year-old brick with many layers of uneven patch
- Original granite curb and gutter severely deteriorated
- Severe buckling and cracking of sidewalk creating safety hazard, water pooling, power pole support failure

North Loop Street Condition

5th Avenue North



- Multiple layers of deteriorated asphalt over 100-year-old brick which is exposed and in disrepair
- Main thoroughfare from Washington to Target Field
- Bike lane very dangerous due to uneven surface



North Loop Street Condition

8th Avenue North



- Multiple layers of deteriorated asphalt over 100-year-old brick which is exposed and in disrepair
- Damaged curb and gutter
- Buckling concrete



Why are you excluding parkways from the 20 year road plan that was passed with the neighborhood park funding?

You're six months behind the Park Board in planning. You got the budget increase in January, and you're telling MPRB that the amount of money for parkways stays the same - even though you got \$30 million more a year for roads only because you were able to piggyback your ask on the park referendum avoidance deal.

Parkways are roads too, and their condition should be maintained to the same level as the rest of our city roads. When we supported more investment in our neighborhood parks and the city roads, that came with an expectation that park roads would be included.

At the May 3 CLIC public meeting at Eastside Neighborhood Services, we were informed that those who were unable to attend the May 11 public hearing (the only public input method noted) could send their comments to city staff member Joe Bernard.

I am unable to attend the May 11 hearing due to my work schedule, but as a taxpayer and resident of Minneapolis, I would like to offer the following brief comments for the record:

1. Please find a way ASAP to fund rehabilitation of 33rd Avenue NE from Central Avenue to Stinson Boulevard. The stretch running from Central to Johnson Street NE is in particularly bad shape and is nearly impassable at this time. We were initially told this road would be included in the Waite Park concrete streets project going on this summer, but the road was recently deemed to be too deteriorated to be included in that project - with no timeline for rehab shared with residents. This road has been in awful shape for most of the 21 years I've lived in this area. It is now an embarrassment to the City of Minneapolis and the Poster Child for failing infrastructure in our city. It makes little sense to fix the adjacent roads (and charge residents for that) only to have 33rd Avenue NE remain a potholed, cracked, sinking mess reminiscent of a Third World country. What's more, the condition has now deteriorated even more in the past month or so due to the city's water main work and CenterPoint energy's gas main work. I am appalled that the city proceeds with less pressing capital projects while this well-traveled connector street is a discredit to the city. I am told by city staff that this road is not included in any funding stream at this time. This needs to be remedied immediately.
2. Project PSD17 Eastside Storage and Maintenance Facility: I was concerned to see that CLIC is recommending/agreeing with funding for a project that brings further environmental injustice to an area of northeast Minneapolis already overly impacted by historical pollution and industrial degradation. Data for this area indicate residents are significantly over-impacted by poverty and economic equity problems, along with a host of polluted sites and serious questions about air pollution (including an ongoing study near the riverfront). Most notably, included near this project site is a 200-acre Superfund site and two 200-acre-plus-each rail yards with multiple and extremely active freight rail tracks side by side with heavily travelled Highway 47 (aka University Avenue NE). Because of the two rail operations and intermodal yards, this area is already overly impacted by diesel-powered trains, hazardous materials freight transport, and diesel-powered semi trucks using the intermodal yards in close proximity to homes – including those that will remain after the city, shamefully, demolishes several buildings of affordable housing for this project. The diesel pollution in this area, as well as air quality in general here, as indicated on the city's own data maps, is substandard and unusually polluted, most likely by diesel fumes and other contaminants from using this area as an unofficial "Industrial Containment Zone." Now, to make matters worse, the city is proposing to consolidate its multiple heavy equipment maintenance and storage operations (more diesel) at a new facility to be built at 27th Avenue NE and University Avenue NE. I find this move to be unsupportable due to the failure to consider environmental justice standards for this part of Minneapolis – once again. I suggest the city -- at a minimum -- put the brakes on this project until a legitimate study is done focusing on existing air issues in this community. I suggest this be done in conjunction with expertise from Dr. William Toscano at the University of Minnesota's School of Public Health, who has noted concerns about any neighborhood situated alongside rail traffic due to diesel contamination in the air. Do not bring more diesel air pollution to this area by continuing to consolidate the city's heavy-impact operations and private waste operations in northeast Minneapolis.

Gayle Bonneville, Minneapolis, MN 55418

To: CLIC Committee, Planning Commission and CLIC Executive Secretary Joe Bernard

From: Bottineau Neighborhood Association
2205 California St NE # 107
Minneapolis, MN 55418

In Re: Community Input for CLIC Budget Requests for 2018 – 2022 recommendations to City Council

Date: May 9, 2017

These community recommendations were passed by the BNA board of directors on May 9, 2017. The most important development item is the traffic calming improvements at 22nd Ave NE and University Ave NE to improve bicycle and pedestrian safety on the bicycle boulevard.

BP001 Safe Routes to Schools Program
BP004 Pedestrian Safety Program

We support the traffic calming recommendation suggested by the CLIC committee and ask that at a minimum the bike button or red/green traffic stop light be installed at 22nd Ave NE and University Ave NE. Facts: Bottineau Neighborhood has one bicycle boulevard, 22nd Ave NE. This route is the only bike boulevard that connects all of Northeast Minneapolis from the NE Diagonal Trail to the Marshall St NE near the Mississippi River. We have long sought pedestrian and bicycle overhead flashing light at the intersection of 22nd Ave NE and University Ave NE in the CLIC plan and traffic calming at Marshall St NE and 22nd Ave NE for public access to the Mississippi River. For more than 20 years Bottineau residents have requested a traffic calming device at University Ave NE and 22nd Ave NE so that residents can cross safely. Pillsbury Elementary School uses this boulevard for their bike to school program and Edison High School front doors open unto 22nd Ave NE. Bottineau Neighborhood Association has created a Neighborhood Priority Plan (NPP) contact and set aside funds to help pay for this bike button in 2012 on 22nd Ave NE and University Ave NE. Public works staff told us the button would cost 65,000.00 dollars. Please put this as a top priority in the 2018 bicycle fund expenditures. Hundreds of residents have signed a petition for this effort. Please add Marshall St NE and 22nd Ave NE to the Pedestrian Safety Plan.

Park Board

PRKDT Diseased Trees:

Please stop cutting down Green Ash trees before they are sick with the ash borer. No quarantine attempt using this preemptive cut down system has been successful in the United States since it began. The Park Board is decimating the tree canopy and planting invasive non-native tree species. We suggest Green Ash trees only be cut as they get sick and then replace them as needed with native species suitable to this growing zone. For example, stop planting Japanese Gingko, ornamental crab apple or any clone trees that do not produce seed. These practices are against the sustainable City initiatives. This approach will be far less costly and the funds recaptured should go to Parks Capital Infrastructure. Alternatively, the re-captured funds could be used to treat the Green Ash trees to prevent infestation. The St. Anthony West Neighborhood effort to preemptively treat their Green Ash boulevard trees to prevent infestation by the ash borers is noteworthy and should be studied and implemented by the MPRB elsewhere.

PV123 Logan Park Industrial Paving Project:

The streets in Logan Park Industrial area, that are primarily granite paving stones, should not be covered in asphalt. Logan Park is in the Northeast Arts District and as has the most intact historical paved granite streets in the City of Minneapolis. These streets should be maintained as a historical record of our beautiful City. The storm water and infrastructure under the streets is essential but paving over our history is not a good idea. Legacy funds should be sought from the State Legislature to create the City of Minneapolis History Museum in the Logan Park Neighborhood. The neighborhood with the first home to home telephone lines.

Further, the oldest cemetery in the City of Minneapolis is located in Beltrami Park which is kitty corner from already mentioned paved streets in Logan Park. This Cemetery, previously called Maple Hill Cemetery, is home to 46 Civil War Veterans and has been long overlooked and partly destroyed. Local lore says that the cemetery was placed there because it was already a Native American and French Canadian cemetery when the Anglos arrived.

PSD17 Eastside Storage and Maintenance Facility

We support the development as proposed.

AR101 Art in Public Places

We support these initiatives and encourage public art in neighborhoods as well as Nicollet Mall. We remember the Carl Nesjar ice fountain installed in 1991 on Nicollet Mall for a price tag of \$350,000.00. It could never be used as it shot water that froze into ice all over the sidewalks in the winter. The beautiful fountain was sold by the City in 2005 for the cost of moving it to a Lake Minnetonka home. We encourage the CLIC committee to put public art in places that are appropriate to their function.

To: The Minneapolis Planning Commission and the Minneapolis Capital Long-Range Improvement Committee

From: Lisa Bauch

Re: PV123 Logan Park Industrial

Date: May 11, 2017

My name is Lisa Bauch and I am the property owner at 1324 Quincy Street N.E. I am also the owner and operator of Uppercut Boxing Gym, which has been operating at the above-mentioned address for more than 16 years. I purchased the property in 2001 and relocated my business to that location after extensive rehab of the building. My business includes both the boxing gym and a special events center, which both use that space.

While I am pleased that the City is looking to improve the streets in my neighborhood, I am also very concerned about some of the potential negative impact that could occur as a result. Specifically, I have two major concerns:

1) If the City rebuilds both the street and the sidewalk along Quincy St. N.E., I am concerned about being assessed an onerous special assessment that will make it more difficult for my business to operate with enough profit for me to make a living. It seems somewhat unfair to be assessed for both simultaneously.

2) According to the proposal, the City is considering installing sidewalks where there are currently none. Due to the nature of the businesses in the area, there is already pressure on parking. As currently configured, there is space for head in parking on both sides of the street, which maximizes the number of spaces available. If the City installs sidewalks on one, or both sides of the street, I am concerned that we will lose head in parking because there will no longer be enough width to allow for it. This will make it very difficult, if not impossible, for my customers to park. Additionally, it will create added pressure on the surrounding blocks, particularly on the residential blocks to the west, where there are two churches and parking is already difficult. I urge you to request that Public Works allow for head in parking on both sides of the street, as it currently exists, when planning the reconstruction of Quincy St. N.E. between Broadway and 15 Ave.

Would you please shoot me an email back to let me know you did receive this. Thank you for your time and consideration.

Lisa Bauch
Uppercut Gym

1324 Quincy Street NE
Minneapolis, MN 55413
gym 612-822-1964
cell 612-751-5551