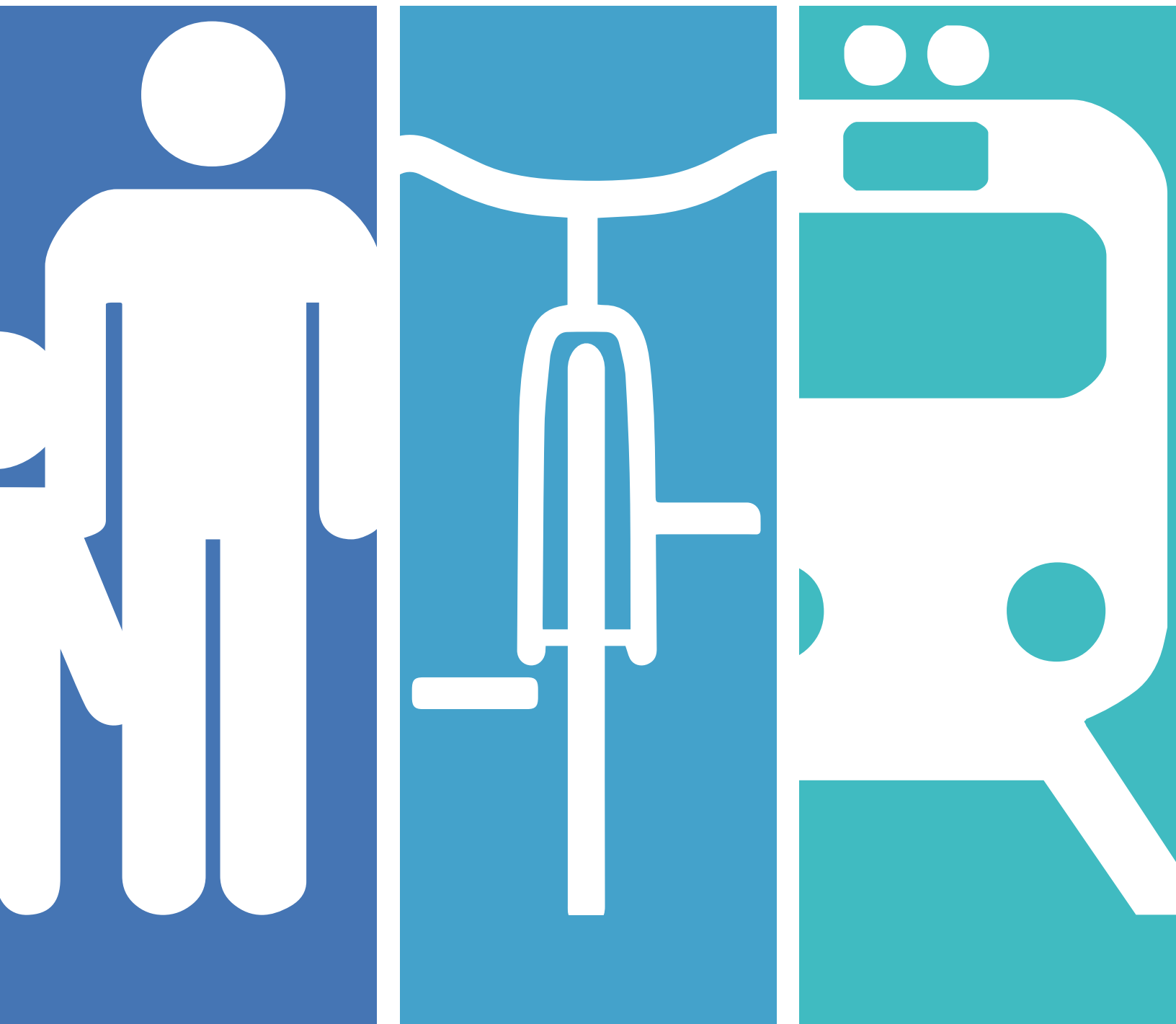


# WEST LAKE MULTIMODAL TRANSPORTATION STUDY

## COMMUNITY ENGAGEMENT REPORT



JANUARY 2016

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**City of Minneapolis**

**Metropolitan Council**

**Hennepin County**

**Minneapolis Parks and Recreation Board**

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West Calhoun Neighborhood  
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Midtown Greenway Coalition

Hennepin County Bicycle  
Advisory Committee

Minneapolis Bicycle Advisory  
Committee

Minneapolis Pedestrian  
Advisory Committee

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Goodman, Ward 7

Councilmember Linea  
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# WEST LAKE MULTIMODAL TRANSPORTATION STUDY

## COMMUNITY ENGAGEMENT REPORT

### SECTIONS

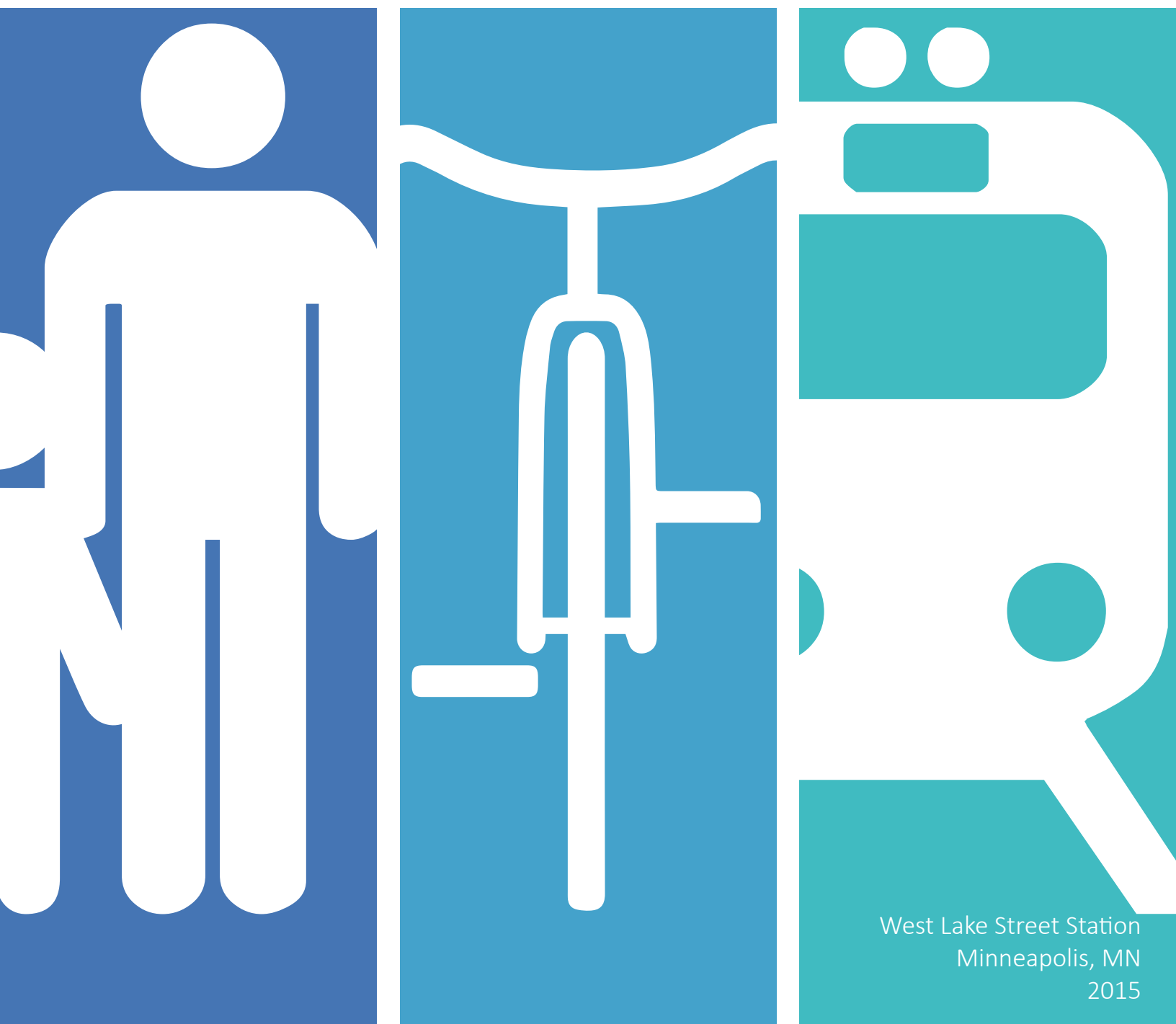
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1. COMMUNITY ENGAGEMENT SUMMARY #1
2. COMMUNITY ENGAGEMENT SUMMARY #2
3. COMMUNITY ENGAGEMENT SUMMARY #3

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# WEST LAKE MULTIMODAL TRANSPORTATION STUDY

## COMMUNITY ENGAGEMENT SUMMARY #1



West Lake Street Station  
Minneapolis, MN  
2015

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## I. Introduction

This document summarizes community engagement for the first phase (Inventory) of the West Lake Multimodal Transportation Study. The study area comprises an area north of Lake Calhoun and south of Cedar Lake and Lake of the Isles in southwest Minneapolis. The borders of the study area are France Ave on the west, Cedar Lake Ave on the north, East Calhoun Parkway on the east, and W Calhoun Parkway/Excelsior Blvd on the south. The following sections recap a variety of engagement and outreach activities to date, including stakeholder outreach meetings, the study area walking tour, Community Workshop #1, the online survey, and the interactive online mapping tool. The appendices at the end of the document provide detailed results and documentation of each community engagement activity. The data and results received during engagement activities inform the second phase (Analysis) of the West Lake Multimodal Transportation Study.

### Figure 1. West Lake Multimodal Study Area



## II. Key Themes from Community Engagement

Throughout the entire inventory phase of the project, several reoccurring themes emerged from community engagement activities and outreach events. The following key themes are issues that were brought up repeatedly by different participants during engagement activities. The key themes are listed below, in no particular order:

- Market Plaza intersections have narrow sidewalks, short walk signals, fast driving cars, no buffers between sidewalk and roadway making it unfriendly to pedestrians. This includes Market Plaza at Lake Street, Excelsior, and commercial driveway.
- Lake Street Bridge has narrow sidewalks, is poorly maintained in winter months and is inhospitable to pedestrians and bicyclists
- There is potential for conflicts between bicyclists along the Cedar Lake trail at pedestrians crossing to the proposed LRT station area
- There is no clear connection between Lake Calhoun and the proposed LRT station
- There is a lack of connectivity between neighborhoods north of Lake Street and the proposed LRT station, commercial areas, and the lakes
- Lake Street and Excelsior Boulevard intersection is large, confusing, and potentially dangerous for bicyclists and pedestrians
- The freight rail tracks are a major barrier to connectivity across the study area, and the addition of the LRT station will increase the need for people to be able to cross.
- The north-south connection between France Avenue and Cedar Lake Trail is unclear; connecting France Avenue across the freight rail would improve connectivity in the study area.
- Connection between the proposed LRT station and Lake Street (stairs, elevators, and other connections)
- Additional residential or commercial developments that may lead to additional traffic in the already congested area
- Study area intersection signal timings cause pedestrian delay and do not provide enough time for pedestrians to cross comfortably.
- Trails are crowded during peak times (Calhoun Parkway, Cedar Lake Trail, Midtown Greenway)
- The south side of Excelsior Boulevard lacks a sidewalk, hindering pedestrian connectivity.

### III. Stakeholder Outreach Meetings

The project team facilitated outreach meetings with the following stakeholder groups:

- Cedar-Isles Dean Neighborhood Association (CIDNA)
  - March 11<sup>th</sup>, 2015
  - April 8<sup>th</sup>, 2015
- Hennepin County Bicycle Advisory Committee
  - March 16<sup>th</sup>, 2015
- Midtown Greenway Coalition
  - April 23<sup>rd</sup>, 2015
- Minneapolis Bicycle Advisory Committee
  - March 17<sup>th</sup>, 2015
- Minneapolis Pedestrian Advisory Committee
  - March 19<sup>th</sup>, 2015
- West Calhoun Neighborhood Council (WCNC)
  - March 10<sup>th</sup>, 2015
  - May 12<sup>th</sup>, 2015

Figure 2: Stakeholders discussing issues on the study area aerial map



The objective of each meeting was to gather stakeholder input about the issues, challenges, and opportunities in the West Lake study area, and also to inform stakeholders about the project. The project team brought maps of the study area with aerial imagery and encouraged stakeholders to draw and write comments from their unique perspectives. After the stakeholder outreach meetings, the feedback was sorted into different segments of the study area to help organize and prioritize the identified issues. The full list of stakeholder comments is available in Appendix E. The major themes that emerged from each of these meetings are included in the ‘Key Themes from Community Engagement’ section above.

#### IV. Study Area Walking Tour

On April 21<sup>st</sup>, 2015 the project team facilitated a walking tour of the study area. The goal of the walking tour was to examine the study area and discover firsthand the issues for all transportation modes within the area. The walking tour was attended by approximately thirty-five participants from various backgrounds. Topics of discussion focused particularly on pedestrian access to and from primary destination points, movements within the study area, and how the proposed LRT station would impact the walking environment.

The group identified many key issues during the walking tour, especially for pedestrian facilities. Sidewalks on Lake Street are very narrow, especially on the Lake Street Bridge where the planned stairways will connect the bridge to the proposed West Lake Southwest LRT station.

The intersection of Excelsior Boulevard and Lake Street was an area where the group identified the vulnerability of pedestrians, especially at street crossings. Some of the pedestrian crossings have worn or missing pavement markings, which make crossing locations unclear and the group indicated that the intersection felt very uncomfortable for pedestrians and bicyclists. Another major concern raised during the walking tour was the speed of vehicles on Lake Street, particularly through the intersection of Market

**Figure 3: Participants during the walking tour.**





Plaza and Lake Street, where there is a high volume of pedestrian activity around the two commercial areas.

For complete documentation of notes from the Walking Tour, see *Appendix A*.

## V. Community Workshop #1

The first workshop for the West Lake Multimodal Transportation Study was held on April 29<sup>th</sup>, 2015 from 5:00-7:00 pm at the Jones-Harrison Residence Assisted Living Facility in Minneapolis. The purpose of the workshop was to receive input from the public about the issues, challenges, and opportunities for all modes of transportation in the West Lake study area. The workshop had approximately 30 attendees.

The workshop included a rolling PowerPoint presentation to inform workshop participants about the project's purpose, how it came about, its schedule and activities, and prior project stakeholder engagement.

The workshop also included a voting activity designed to understand the relationship participants have with the study area; whether they live, work, and/or play (dine, shop, and/or do recreational activities) there. Eighteen participants identified themselves as residents of the study area, eleven said they work there, and twenty-five said they play (dine, shop, and/or engage in recreational activities) in the study area.

The most popular station at the workshop featured a mapping activity designed to garner feedback and input from participants about specific locations within the study area. Participants discussed the issues and challenges in the study area, drew on large maps to highlight problem areas, and shared their opinions on what changes should be made within the study area. In addition to the mapping activity, participants

Figure 4: Participants at Community Workshop #1



were encouraged to share specific challenges in regards to four different transportation modes in the study area: driving, transit, walking, and bicycling. For more detailed results and documentation from the Community Workshop #1, see *Appendix B*.

**Figure 5: Community Workshop**



## **VI. Online Survey**

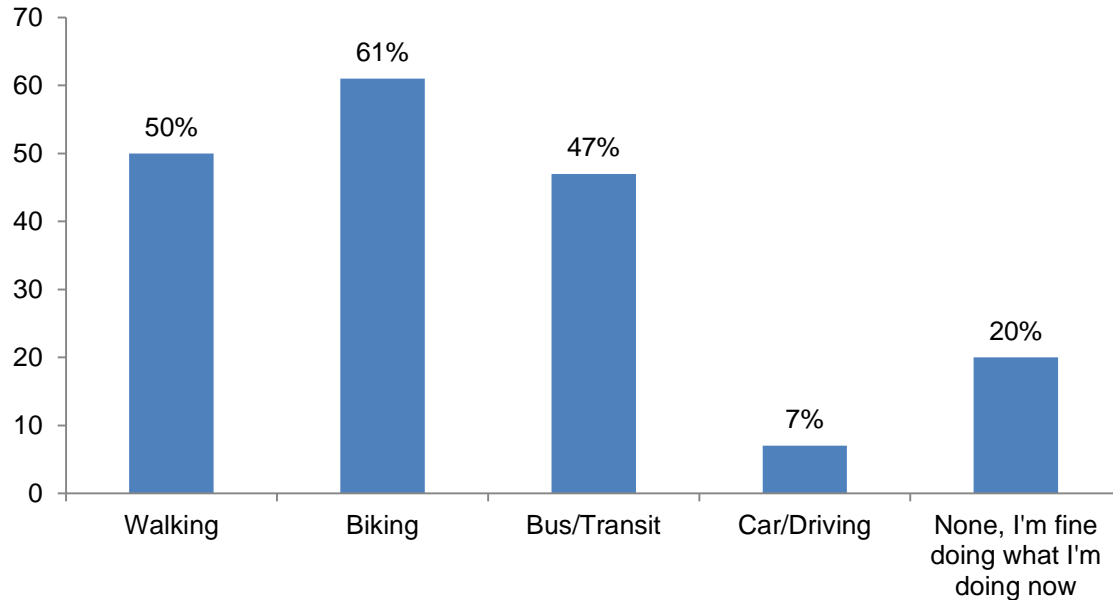
The project team developed an online survey to supplement the in-person engagement activities and reach a wider audience of project stakeholders. The survey generated 232 total responses within the three week period that it was available. The survey asked a variety of questions, including questions about:

- the relationship of respondents to the study area
- where respondents live
- the amount respondents travel (any mode) in the study area
- the perceived level of safety in the study area while walking and/or bicycling
- anticipated frequency of using the Southwest LRT to travel to the West Lake study area
- mode of travel to the Southwest LRT West Lake Station
- identification of barriers for each mode of transportation in the study area

The majority (67%) of survey respondents live in the City of Minneapolis, but outside of the study area, and 20% live in the study area. Nearly three quarters of the survey respondents come to the study area for recreation, 61% come to shop, and 48% commute through the area. When survey respondents were asked which transportation modes they would like to use more, 61% said biking, 50% said walking, and 47%

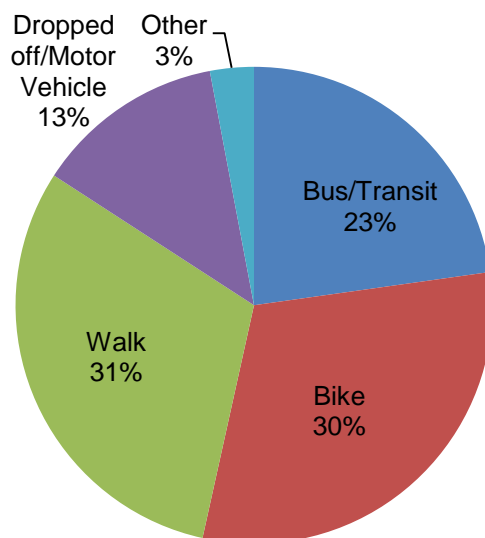
said bus/transit. Less than 7% said they would like to drive more, while 20% indicated they were fine with the mode they currently use to travel in the area (see Figure 6).

**Figure 6: Survey results: Which transportation modes would you like to use more?**



When survey respondents were asked how they would most frequently get to and from the proposed West Lake LRT station, 31% said they would walk, 30% said they would bike, 23% said they would take bus/transit, and 13% said they would drive or get dropped off (see Figure 7).

**Figure 7: How would you most frequently get to and from the proposed West Lake LRT station?**



Potential barriers and issues related to walking in the study area were rated on a scale of severity: None, Low, Medium, High. The issues that were identified with medium or high severity most often include:

- Motorists disrespect for pedestrians (74%)
- Length of pedestrian crossings on major roads (Lake Street and Excelsior Boulevard) (64%)
- Narrow sidewalks (59%)
- Function and length of pedestrian signals at the stoplights (55%)
- Poor street lighting (53%)

Questions five and six in the survey asked respondents how safe they feel biking in the study area and how safe they feel walking in the study area. Figures eight and nine below show the results of those questions.



Figure 8: How safe do you feel BIKING in the study area? (Physical safety, not personal security) (1= very unsafe 5= very safe)

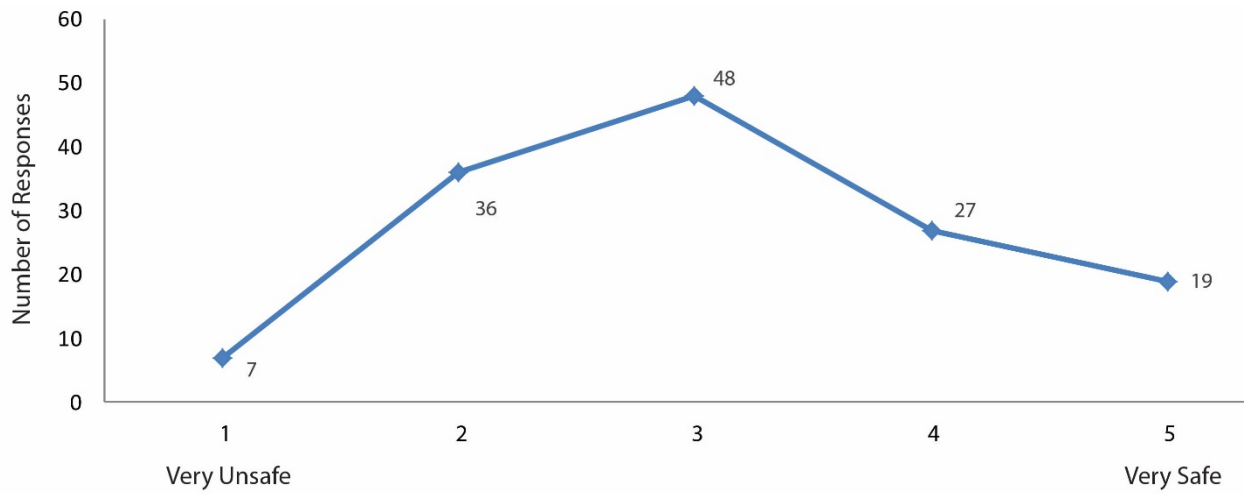
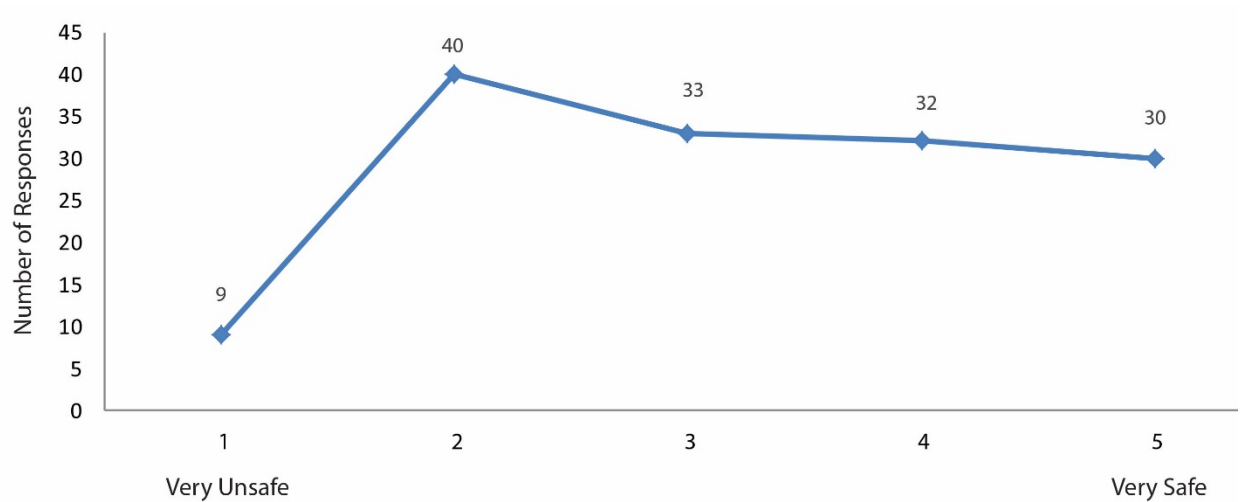


Figure 9: How safe do you feel WALKING in the study area? (Physical safety, not personal security) (1= very unsafe 5= very safe)



For more detailed results and documentation from the online survey, see *Appendix C*.

## VII. Interactive Online Mapping Tool

The project team developed an online, editable mapping tool (WikiMap) to encourage people to provide location specific input about the study area. Data gathered included problem areas by each individual transportation mode (walking, biking, transit, and driving), good areas for walking and biking, places that users walk or bike to, routes that users walk or bike, as well as routes that users would like to walk or bike. A total of 192 data points were entered on the WikiMap from 91 users during the three week period that it was available (see Figure 10).

**Figure 10: Walking Problem Areas in the study area identified on WikiMap**



The data from the Wikimap is geographically referenced, which allows the project team to determine where issues are clustered and evaluate results by location. The WikiMap also allows users to leave comments associated with each individual data entry point, which adds a qualitative element to the data. The explanations of the points and routes provide more clarity to the issues identified and helps the

project team understand the complexities of the study area. The Wikimap tool also provides the opportunity to evaluate each mode individually in order to compare the locations and quantity of problem areas identified for each mode within the study area.

A total of forty problem areas were identified for walking, the most of any mode. A substantial amount of the walking problem areas were clustered within a quarter mile radius of the intersection of Lake Street and Excelsior Boulevard, in particular near the Market Plaza intersections. The area around Market Plaza is the commercial and retail nucleus of the study area and includes major destinations that serve the surrounding neighborhoods. Eight respondents from the WikiMap identified the shopping centers on either side of Lake Street as places to which they walk or bike. In addition, eight traffic problem areas were identified along Market Plaza or near the intersections of Market Plaza.

Respondents also identified fifteen routes that they would like to walk or bike within the study area. Most of the routes identified were traveling east to west through the study area. There were also a few areas identified where respondents would like to be able to cross Lake Street, but currently are not able to. For a map of all the routes Wikimap respondents would like to walk or bike to, see Figure 12 below.

**Figure 11: Traffic problem areas identified on or near Market Plaza**

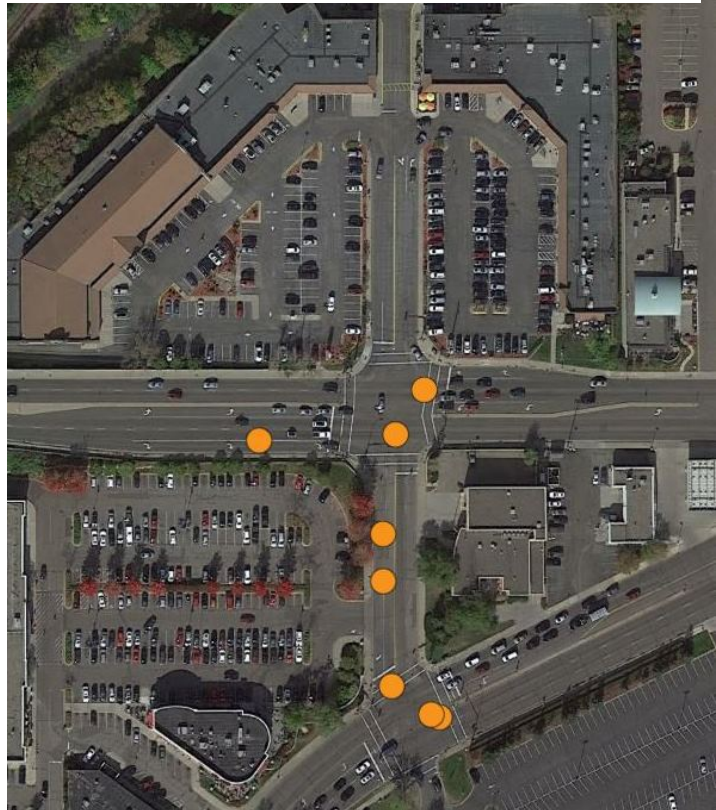




Figure 12: Routes respondents would like to walk or bike



For more detailed results and additional exhibits from the online Wikimap, see *Appendix D*.

## Appendix A – Study Area Walking Tour Documentation

The project team facilitated a walking tour of the West Lake study area on Tuesday April 21<sup>st</sup>, 2015 from 4-6 pm. Approximately 35 attendees from various organizations/affiliations participated in the walking tour. The following list is a summary of participant comments during the walking tour:

- Difficult access in and out of fire department (at Excelsior Blvd and Market Plaza)
- Right turns from West Lake Street onto Market Plaza are an issue
- Snow removal issues in winter
  - snow build up on the Lake Street Bridge's sidewalks – no space for snow storage
  - careful not to throw snow over bridge onto tracks/station
- Can we build a roof over sidewalk on bridge to provide better pedestrian/bus stop amenity?
- Most bicyclists ride on the sidewalks on Market Plaza, which are very narrow
- How do bicyclists get from Lake Calhoun to the Lake Street Bridge?
- Sidewalks are generally too narrow, especially on Lake Street Bridge
- Once cars get through the Market Plaza/Lake Street intersection they speed up
- Missing marked crosswalks at Excelsior Boulevard and Lake Street intersection
- How many transit riders use the Excelsior Boulevard/Lake Street bus stop?
- More people will be walking/biking in area with the addition of the LRT – people that are not familiar with the area won't know where to go/how to navigate the area
- Cow paths will be blocked by fence along rail tracks
- Contact Whole Foods about a “back door” to welcome transit users
- Need wayfinding
  - From Greenway to Lake Calhoun through the Calhoun Village site
  - From proposed LRT station to Lake Calhoun
- Midtown Greenway connection through Calhoun Village
  - No consistent walkway
  - Poor striping, not ADA compliant, lacks wayfinding
  - Private sidewalks/crosswalks
  - Missing curb cuts
- How will the elevators look at the Lake Street Bridge?
  - Safe? Clean? Maintained?
- Congestion and space restriction worries at Chowen Avenue/Abbott Avenue (lack of parking, kiss-n-ride location)
- Large corner radii at Market Plaza intersections encourage higher turn speeds
- How do pedestrians get to Lake Calhoun once they cross Excelsior Boulevard along Market Plaza? Parking lot?
- Strong desire to somehow connect to station other than Lake Street bridge
  - Underpass
  - Separated overpass

## Appendix B – Community Workshop #1 Documentation

The first community workshop was held on April 29th, 2015 from 5:00-7:00 pm at the Jones Harrison Assisted Living Facility in Minneapolis. The workshop was attended by approximately 30 people. The following sections document the raw results from various activities at the workshop.

### Sticker Voting Activity

Workshop participants were asked to identify their relationship (Live, Work, Play) with the West Lake study area and check as many as apply. The following are the results:

- Live: 18
- Work: 11
- Play: 25

### Comment Cards

*The following notes are transcribed from general comment cards. Comments may refer to the project in general, the West Lake study area, and/or the community workshop.*

- Disappointed that Abbott/Chowen intersection was not walked on April 21st walking tour.
- The design changes with regularity and each one is worse than the last. We've gone from recreation of OLD 31<sup>st</sup> St coming off of Excelsior to a gracious boulevard with landscaped center median to a totally unrealistic 90 degree turn and 200 trains a day. Someone has to have a better idea.
- The W Lake Street Station will serve a very busy area – but access to the station for all modes does not work. Using the W Lake St Bridge as access from points west of the tracks is inconvenient and problematic. We need solutions so that the people who are suffering the adverse effects of the project can have the benefit of using the system. No good way to access the station as currently planned.
- Good layout of work stations to interact. Need to get more apartment dwellers to attend.
- Connectivity – bring pedestrians/bikers via tunnel under Lake St bridge, the railroad tracks, LRT, and out south of station.

### Mapping Activity

The primary activity of the workshop was a mapping activity which was designed to facilitate feedback and input from participants about specific locations within the study area. Participants discussed the issues and challenges in the study area, drew on large maps to highlight problem areas, and shared their opinions on what changes should be made within the study area. The comments from the mapping activity were incorporated into the table in Appendix E.

Figure 13: Participants discuss issues in the study area





The map is a hand-drawn representation of the Cedar Lake area in Chicago, showing proposed transit lines and various handwritten notes. The map includes major roads like I-94, I-55, and I-290, and local streets like Cedar Lake Ave, Ashmoleen Trail, and Midtown Greenway. Handwritten notes in various colors (red, blue, green, purple) provide commentary on the transit plans, such as "Needs a tunnel for a bus rapid transit", "Midtown Greenway sidewalk missing?", "No signal for cars", and "Need better feeling of safety". The map also shows existing transit lines like the CTA Blue Line and various bus routes.

Workshop attendants were asked to provide notes about different transportation modes in the study area. Notes for Transit, Biking, Walking and Driving are transcribed below.

**TRANSIT:**

- Community Engagement Summary #1 | Inventory
- 
- 18



- The station should have complete use features and destination point to “go-to”
- Build bus “bump-outs” on Lake Street bridge over SWLRT to maintain 2-lanes of traffic in each direction
- Westbound Lake Street – sightline issues related to buses stopping on the bridge (new step) – need to fix
- Will the bus stop at Chowen Avenue remain?
- Landscape to mitigate noise + light pollution – we are talking quality of life. Decorative metal won’t replace the lost serenity
- I would like to have more bus service to Uptown and Downtown. Bus service is much more flexible than LRT
- I take the bus and I hate crossing Lake Street. I always feel like if I don’t give myself enough time to cross I will miss the bus

### **BIKING:**

- Conservation is a land use
- Bikes must stop coming off the greenway at the Chowen/Abbott Avenue curve!! Too dangerous!!
- Grade separate bikes from pedestrians at proposed W Lake Street LRT station. Lower bikes with pedestrians. Up and over bikes to access the station
- Keep north of Lake Street connected to Midtown Greenway west of station. (+1)
- Plenty of bike parking everywhere, including station
- New W 31st St must include a bike path to the lake!!!
- Biking culture must evolve to observe the road signs and traffic rules
- A better path connecting the Midtown Greenway to Lake Calhoun without going through the parking lot at Punch Pizza, going through Lake street and Excelsior Boulevard where the intersections are terrible and dangerous (+1)
- Bikers on Midtown Greenway go too fast! (+1)
- Will there be bike parking at station?
- Safe biking for parents with kids on bike in all areas and destinations (+1)
- Speed of bikers at W Lake station. Pedestrian crossing conflict area. (+1)
- Need trail/bike connection to Midtown Greenway from Chowen Avenue (Lake St bridge)
- Cannot safely get to and from Midtown Greenway to Lake Calhoun going down Market Plaza. Safest way is going west from Midtown Greenway onto Chowen to 32nd then to Lake (or back) on one-way street (32nd). Need a direct dedicated route. (+1)

### **WALKING:**

- Crossing bike trail to get to station is a conflict (dangerous)
- Traffic mitigation at Market Plaza and Lake Street/Excelsior Boulevard
- Eliminate east entrance (Market Plaza) to Whole Foods parking lot
- Safe path from Midtown Greenway to Lake Calhoun (+1)
- Concern about personal safety in accessing LRT at station. Who wants to go down an elevator and under a bridge at 6:00 pm in January? (+1)

- Area is not pedestrian friendly. Too many cars going too fast (+1)
- Need to ensure walk ways are cleared of snow in a timely fashion
- Too many cars on Market Plaza going into Whole Foods making it hard to walk to Lake Street
- Connectivity. Unencumbered walkway from north side and south side of Lake street
- Will need to improve access to Lake Calhoun from station. How will people find the lake?
- Provide separation of Lake Street bridge road from the sidewalk. Pedestrians are very vulnerable
- Sidewalks on Lake Street Bridge are not pedestrian-friendly. Adding bus stop and bikers to the mix = danger
- Bigger Midtown Greenway for running (soft surface) and walking, biking. Need space to be side-by-side with passing room. Two-way (+1)
- Surrounding residents of the neighborhood must have walking access to retail and park amenities and not be severed (i.e. cedar lake pkwy at rail crossing etc.)
- With a low visual impact, provide cues to drivers that pedestrians are in the park and residential areas
- Access from Dean Parkway for pedestrians west to Calhoun Village along Midtown Greenway (dangerous narrow sidewalk along Lake Street) (+1)
- Wider sidewalks along Lake Street and Excelsior Blvd (+1)
- Pleasant and safe crossing of all intersections
- Need to ensure neighborhood pedestrians can access the proposed LRT station at West Lake from both sides of Lake Street
- Place a landscape buffer planting between sidewalk and traffic lane. Also, if no room for landscape, place a railing or bollards between sidewalk and traffic lane.
- Buffer between sidewalk and travel lanes (maintain sight lines)
- Personal security – more eyes on the trails and sidewalks (senior living – helps with eyes on the trail/street) (+1)
- Connect Chowen Avenue to Midtown Greenway trail at grade (cow path) (+1)
- Slower traffic – huge! (+1)
- More walkable medium-high density mixed-use development (fewer parking lots/spaces)
- Maintain (trim) overhanging trees
- Need connection from Lake Street to Lake Calhoun village between bridge and market (stairs)

## **DRIVING:**

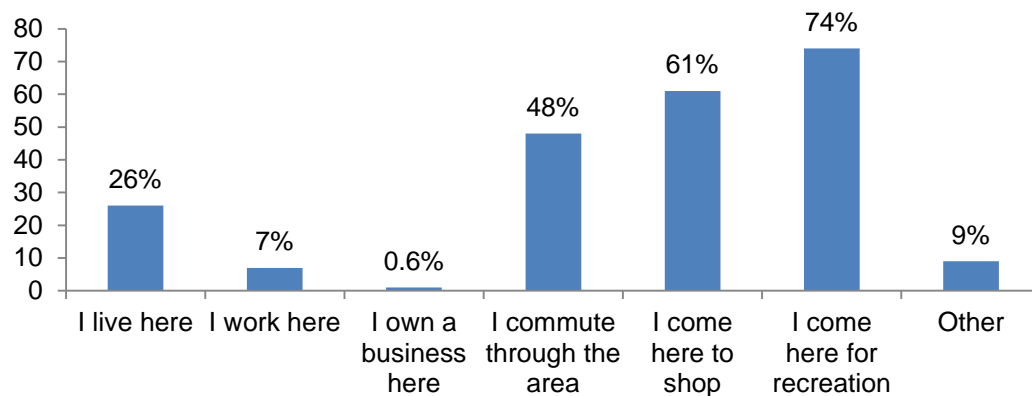
- Major concern about traffic back-up at Cedar Lake Parkway and train crossing
- Already without SWLRT ‘rush hour’ traffic backs-up = 1 mile from Dean Parkway
- Need left turn arrow east bound on Excelsior Boulevard at W 32nd Street
- St. Louis Park makes pedestrian safety a top priority. Why can’t we? (+1)
- Better speed limit signs
- Market – no turn on red sign is too small, and need a second sign!
- Open France Avenue from 32nd Street to points south
- Getting through Market Plaza north to turn west on Lake Street, traffic often blocked by cars stopped waiting to turn left into Calhoun Commons. They need to be prohibited from that turn. They can enter Calhoun Commons from Excelsior Boulevard.

- Traffic is ridiculous. We should not be bringing more people into this area.
- Need law enforcement NOW! (+1)
- Very concerned that since there is no parking at Lake Street station that folks will drive to the study area, park and ride transit. I am not advocating for a parking lot. Permit parking is ugly though.
- I have never in my years living in the West Calhoun neighborhood seen any enforcement of drivers by police. (+1)
- Reduce speed (+1)
- Give advance warning of reducing speed
- Enforce speeding with tickets (+1)
- Enforce Lake Street and Market Plaza no turn on red sign (+1)
- Don't block fire and ambulance station
- Conflicts at the east entrance of Whole Foods on Market Plaza
- Better lighting at Lake Street and Market Plaza – hard to see pedestrians
- Better lighting on Excelsior Boulevard and Market Plaza
- Lake Street/Excelsior Boulevard are either bumper to bumper traffic or a speedway (+1)
- Get rid of right turn (westbound Lake Street) into Calhoun Village. Bigger no turn on right sign (Eastbound Lake Street at Market Plaza)
  - But this could back up travel lane traffic.
- Lakes area = no cell phone zone. Our safety committee has observed too many drivers on cell phones at intersections (+1)
- Traffic cameras at Lake Street/Market Plaza and Excelsior Boulevard.
  - Need Now
  - Radar speed wagons now
- I think parking will be a problem because there is no park and ride lot
  - Our streets are already fully parked in
- Take some lessons from St. Louis Park – trees brims to slow traffic. (+2)

## Appendix C – Online Survey Results

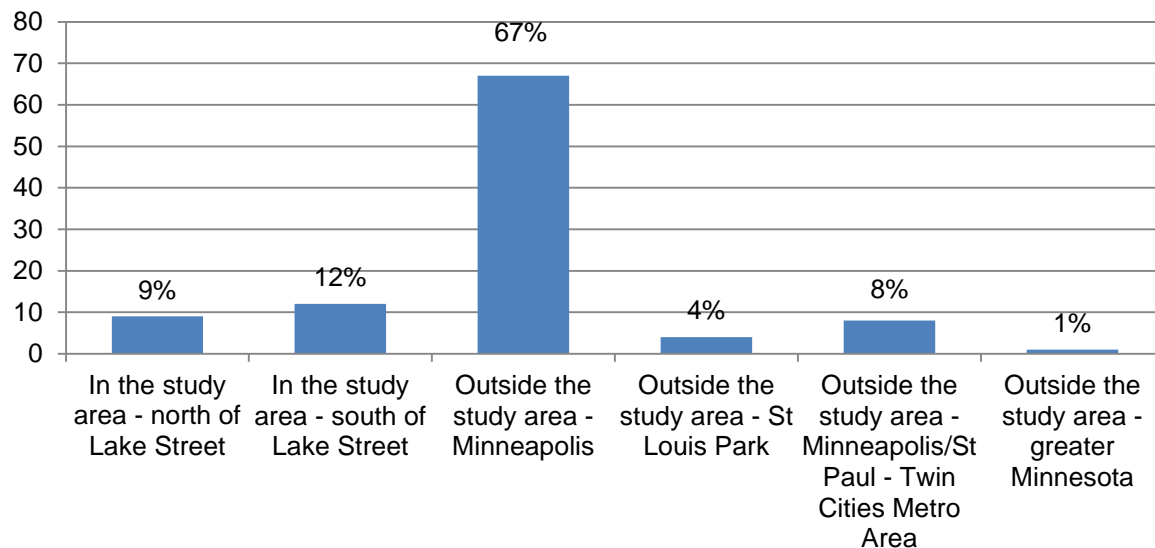
The online survey for the project was available for a three week period and received a total of 232 responses (164 completed responses, 68 partially completed responses). The results for each of the 12 survey questions are documented below.

**Figure 15: What brings you to the West Lake Study area? (Select all that apply)**



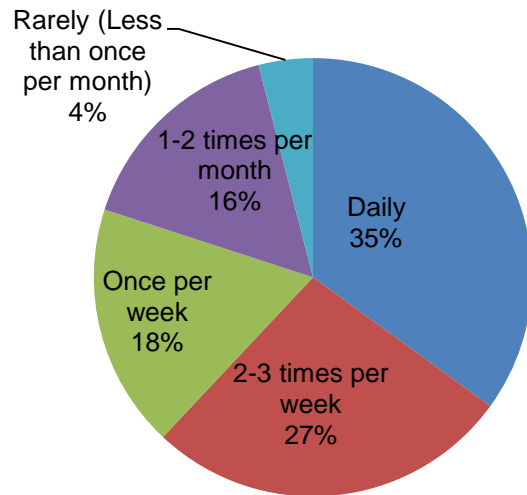
Total responses: 164

**Figure 16: Where do you live?**



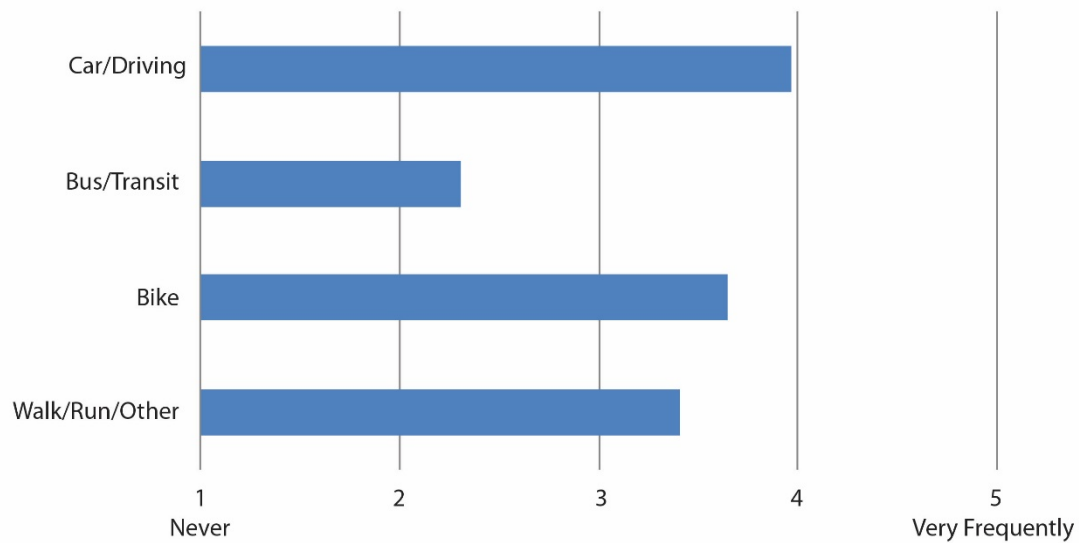
Total responses: 164

**Figure 17: How often do you travel (any mode) in the West Lake study area?**



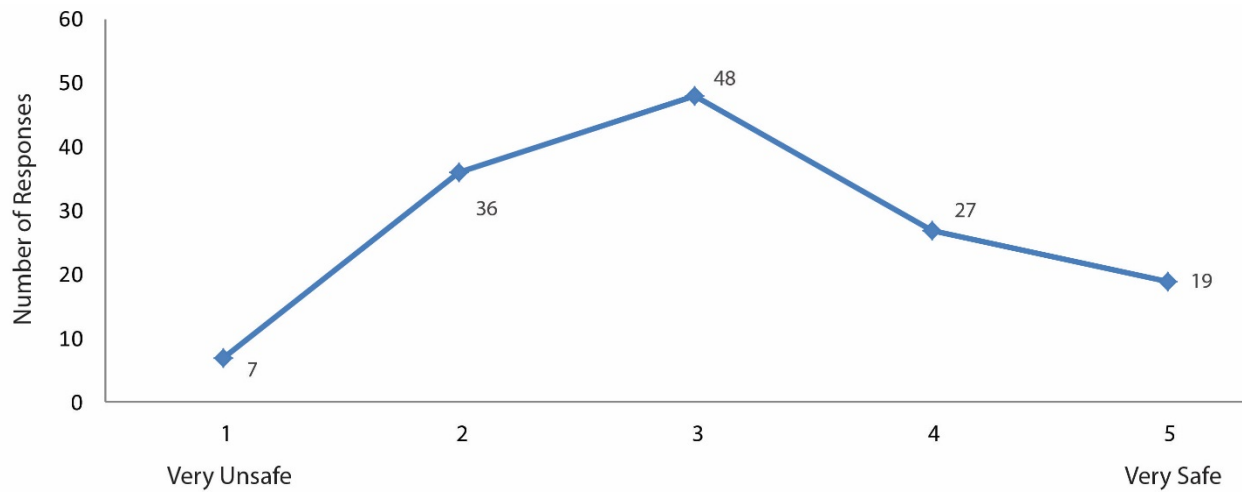
Total responses: 164

**Figure 18: Please indicate how frequently you use each of the following modes to travel through the study area. (Scale from 1 = never to 5 = very frequently)**



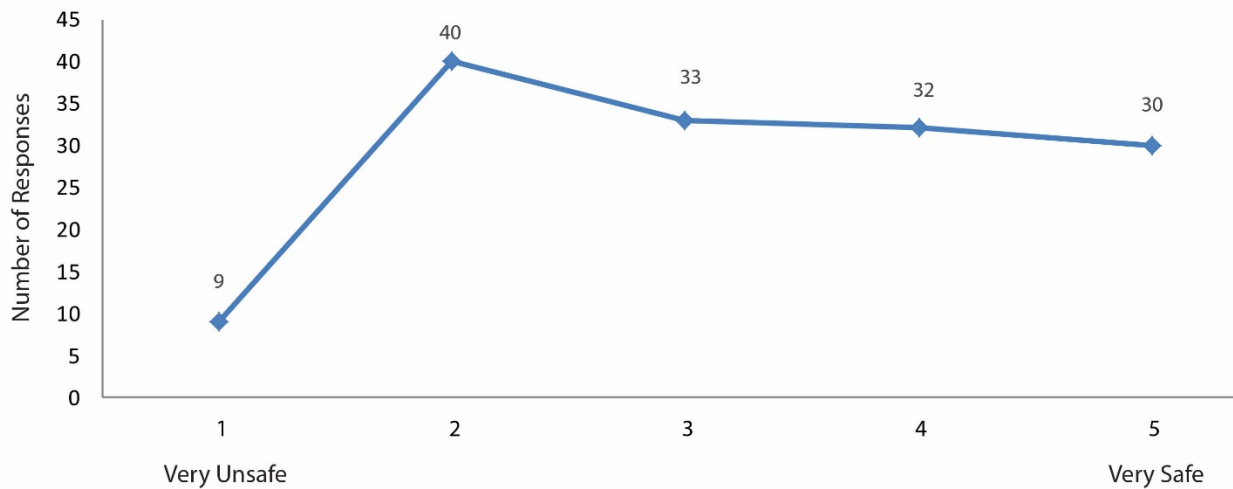
Total responses: 163

**Figure 19: How safe do you feel BIKING in the study area? (Physical safety, not personal security) (1= very unsafe 5= very safe)**



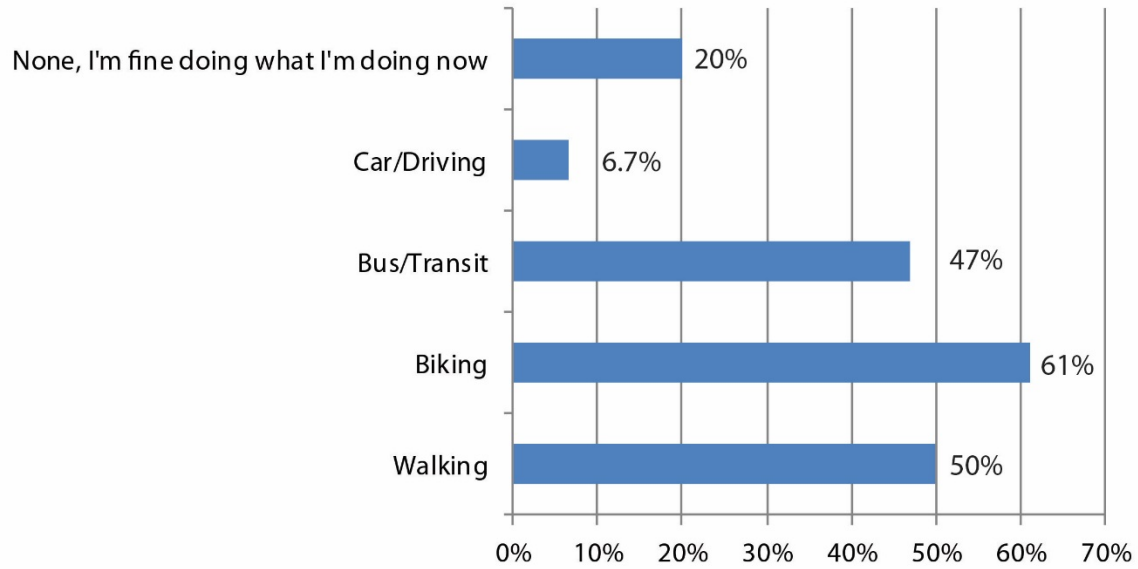
Total responses: 137

**Figure 20: How safe do you feel WALKING in the study area? (Physical safety, not personal security) (1= very unsafe 5= very safe)**



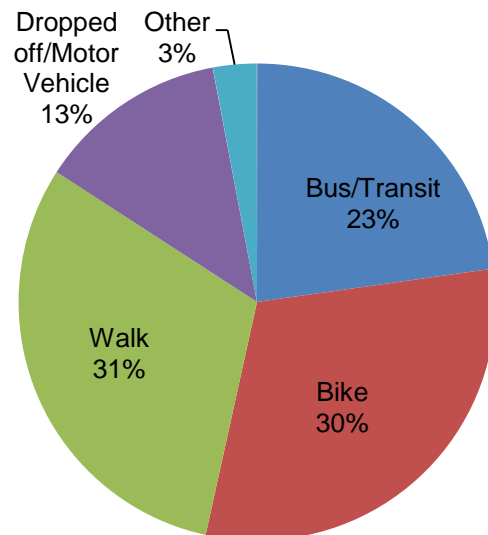
Total responses: 144

**Figure 21: Which transportation modes would you like to use more? (Check all that apply)**



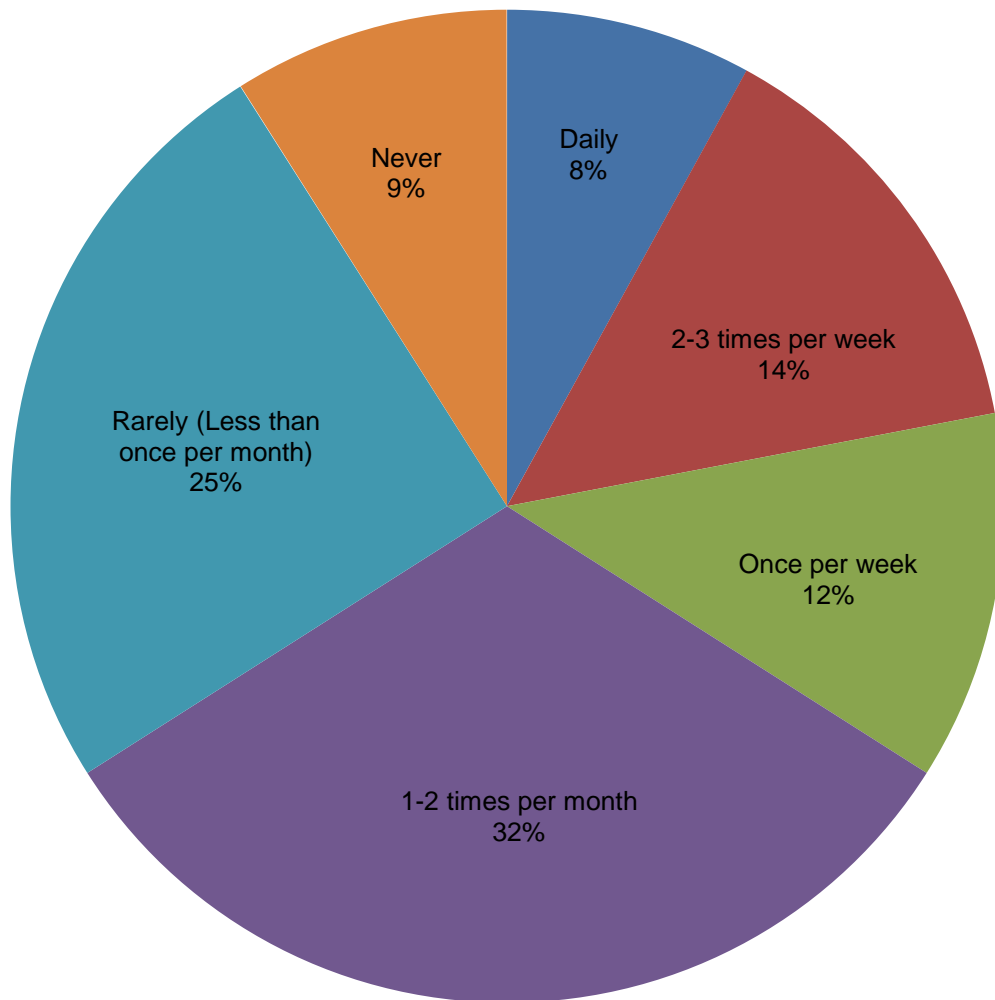
Total responses: 164

**Figure 22: How would you most frequently get to and from the proposed West Lake LRT station?**



Total responses: 156

Figure 23: Anticipated ridership of the Southwest LRT to or from the West Lake study area



Total responses: 164



**Table 1 – Question 10. Walking barriers and issues in the West Lake study area**

<b>Issue Description</b>	<b>Not an issue</b>	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Responses</b>
Major barriers (e.g. roadways, railways, lakes) make my route too long	28.6% (44)	24.0% (37)	26.6% (41)	20.8% (32)	154
Pedestrian crossings on major roads (Lake Street and Excelsior Boulevard) are too long	16.1% (25)	19.4% (30)	25.8% (40)	38.7% (60)	155
There aren't sidewalks that connect to my destinations in the area	27.8% (42)	19.9% (30)	29.1% (44)	23.2% (35)	151
Pedestrian signal at the stoplight doesn't work well / takes too long	19.7% (30)	25.0% (38)	30.9% (47)	24.3% (37)	152
Sidewalk is narrow	24.5% (37)	16.6% (25)	29.1% (44)	29.8% (45)	151
Sidewalk surface is bumpy	32.7% (50)	22.2% (34)	34.0% (52)	11.1% (17)	153
Sidewalk is full of brush, debris, puddles, and/or snow	29.4% (45)	35.3% (54)	24.8% (38)	10.5% (16)	153
Street lighting at night is poor	22.7% (34)	24.7% (37)	30.7% (46)	22.0% (33)	150
Curb ramps are lacking and poorly built	36.7% (54)	38.1% (56)	16.3% (24)	8.8% (13)	147
Motorists don't respect pedestrians	9.6 % (15)	16.6% (26)	28.0% (44)	45.9% (72)	157
Bicyclists don't respect pedestrians	26.1 % (40)	32.7% (50)	20.3% (31)	20.9% (32)	153

**Table 2: Biking barriers and issues in the West Lake study area**

	Not an issue	Low	Medium	High	Responses
Major barriers (e.g. roadways, railways, lakes) make my route too long	36.7% (55)	31.3 % (47)	18.7 % (28)	13.3 % (20)	150
There aren't good bikeways that connect to my destinations in the area	31.3% (47)	25.3 % (38)	26.0 % (39)	17.3 % (26)	150
I do not feel comfortable using the bikeways that connect me to my destinations	34.9 % (51)	34.2 % (50)	17.8 % (26)	13.0 % (19)	146
Too many hills on my routes	65.3 % (96)	25.9 % (38)	8.2 % (12)	0.7 % (1)	147
Route(s) not well lit for nighttime riding	20.1 % (30)	23.5 % (35)	36.2 % (54)	20.1 % (30)	149
My destination(s) lack adequate bicycle parking	30.7 % (46)	28.0 % (42)	30.0 % (45)	11.3 % (17)	150
Cannot be sure trails will be clear of snow in the winter	34.0 % (50)	27.2 % (40)	25.2 % (37)	13.6 % (20)	147
Poor riding surface (potholes, gravel, puddles)	23.1 % (34)	35.4 % (52)	25.9 % (38)	15.6 % (23)	147
Too much traffic or too high of traffic speed along the routes I would like to use	17.5 % (27)	11.7 % (18)	25.3 % (39)	45.5 % (70)	154

**Table 3: Transit barriers and issues in the West Lake study area**

	<b>Not an issue</b>	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Responses</b>
Nowhere to leave my bike at the transit stop	<b>40.4 % (57)</b>	<b>21.3 % (30)</b>	<b>22.7 % (32)</b>	<b>15.6 % (22)</b>	141
Transit stops are full of debris, puddles and/or snow	<b>36.9 % (52)</b>	<b>32.6 % (46)</b>	<b>23.4 % (33)</b>	<b>7.1 % (10)</b>	141
Transit stops do not have adequate waiting area (too small)	<b>33.3 % (47)</b>	<b>29.1 % (41)</b>	<b>23.4 % (33)</b>	<b>14.2 % (20)</b>	141
Transit stop is poorly lit	<b>28.4 % (40)</b>	<b>29.8 % (42)</b>	<b>27.7 % (39)</b>	<b>14.2 % (20)</b>	141
Transit stop lacks shelter / seating	<b>23.9 % (33)</b>	<b>24.6 % (34)</b>	<b>29.0 % (40)</b>	<b>22.5 % (31)</b>	138
Shelter or seating at transit stop in in poor condition	<b>30.9 % (42)</b>	<b>26.5 % (36)</b>	<b>29.4 % (40)</b>	<b>13.2 % (18)</b>	136
Buses do not come frequently enough	<b>22.7 % (32)</b>	<b>12.8 % (18)</b>	<b>24.8 % (35)</b>	<b>39.7 % (56)</b>	141
Transit doesn't go where I need to go	<b>19.1 % (27)</b>	<b>23.4 % (33)</b>	<b>30.5 % (43)</b>	<b>27.0 % (38)</b>	141
Major barriers (e.g. railroads, lakes) make my route to the transit stop too long	<b>37.5 % (51)</b>	<b>27.9 % (38)</b>	<b>19.9 % (27)</b>	<b>14.7 % (20)</b>	136

**Table 4: Driving barriers and issues in the West Lake study area**

	Not an issue	Low	Medium	High	Responses
Hard to see traffic when pulling in and out of driveways or side streets	24.0 % (35)	21.2 % (31)	31.5 % (46)	23.3 % (34)	146
Not enough gaps in traffic to turn in and out of driveways or side streets	29.0 % (42)	22.1 % (32)	24.8 % (36)	24.1 % (35)	145
Long wait time for a green light on side streets or smaller roadways	29.9 % (44)	23.1 % (34)	25.9 % (38)	21.1 % (31)	147
Congestion on major roads (Lake and/or Excelsior)	15.2 % (23)	11.3 % (17)	19.9 % (30)	53.6 % (81)	151
Erratic or inattentive driving	15.4 % (23)	9.4 % (14)	32.2 % (48)	43.0 % (64)	149
Confusing intersections – hard to tell where travel lanes go	21.8 % (32)	25.2 % (37)	26.5 % (39)	26.5 % (39)	147
No alternate routes to my destination	27.4 % (40)	17.1 % (25)	26.7 % (39)	28.8 % (42)	146
Not enough parking at my destination	44.1 % (64)	23.4 % (34)	15.9 % (23)	16.6 % (24)	145
Challenging to navigate through parking lots	47.9 % (69)	25.7 % (37)	17.4 % (25)	9.0 % (13)	144
High travel speeds and aggressive driving	18.9 % (28)	20.9 % (31)	26.4 % (39)	33.8 % (50)	148
Difficult to see bicyclists and pedestrians	17.4 % (26)	18.8 % (28)	32.2 % (48)	31.5 % (47)	149

## Other concerns or recommendations for the West Lake study area

*\*The following comments are verbatim to the responses generated in the survey; therefore, they may contain grammatical and/or spelling errors.*

- Connect downtown with uptown via light rail!!!
- Consider name change to West Calhoun
- DO NOT ruin the bike trails with a transit system that FEW people will use.
- Destruction of the lakes and natural areas caused by massive unnecessary construction project.
- Don't get rid of any bike or walking paths!!!!
- Don't waste our money on the Southwest LRT
- Fewer cars, slower cars
- I think "West Calhoun" is a more fitting name for this area than West Lake.
- I'm worried that introduction of rail will disrupt existing bus lines.
- It was interesting to watch motorists navigate bike lane on 36th street....
- No need to tear up the area for rail.
- None
- Run the train through Uptown, not Kenilworth!
- Spend the money somewhere else. Like North Mpls.
- This is a fine area for driving but usually deeply unfriendly to anyone else.
- Your questions should ask if the respondent uses the mode. I do not own a car.
- Left-hand turn lanes from excelsior on to 32nd street would be helpful
- Signage for both drivers and bicyclists is inadequate or nonexistent.
- Proposed SWLRT/Midtown station at West Lake (should be named West Calhoun) needs more connections than the proposed vertical circulation to the street. Lane widths, roadway geometries, etc. all make traffic rive at shockingly fast paces in this area. Take the W Lake/Excelsior intersection or the bend in Excelsior at Market Plaza. These are freeway geometries that facilitate speeds of 40++ mph. These speeds justify a vicious cycle of fast queuing of vehicles at intersections, necessitating longer light cycles with many lanes to hold the cars. They force vehicles entering/exiting businesses (with too many curb cuts per structure) or small side streets to do so in a fast/unsafe manner for pedestrians and cyclists. The design tells motorists they deserve to own the space and they act accordingly, despite this area (and the extension east to the core of Uptown) being one of the most walkable and heavily used areas in the city. Land uses don't reflect the vision/needs of the area. Parking lots often separate buildings from sidewalks (Whole Foods, Calhoun Village Shopping Center) or take up an enormous

amount of space (Coldwell Banker building) right next to the lake (with all the runoff concerns you'd expect). Intersections of streets at an angle provide prime opportunity for interesting development and public spaces, but instead we have a gas station and an empty wasted grassy area. The bike trail around Lake Calhoun (and, Harriet) is one-way, limiting the utility of the trail for anything but recreational uses, while the parkway is two-way plus dedicated space to the (often) free storage of cars. The trail itself gets extremely pinched on the bridge over the Lagoon/Calhoun channel, while cars in the neighboring lane drive 40 mph with ease. One cannot legally cross Lake/Lagoon on the west side of E Calhoun Parkway despite the obvious desire lines. West Lake as a street will naturally need to funnel many vehicles to/from points west due to the lakes to the north and south limiting connectivity. But in a world where SWLRT and the Midtown rail/bus projects (plus existing bus service like the 12) provide quality, frequent connections westward, we need to de-emphasize these streets as means to drive through and make this a place much more comfortable to live.

- The greenway is good for some travel, but depending on where you're going, there aren't always convenient "exit" locations... I am lucky not to have to ride much on the street right there, but I also generally hop off my bike and walk it once I hit that area as it's an extremely busy area. I look forward to seeing what comes of this!
- Bike lanes and separate walking lanes a must. Show down the traffic. In the summer the drivers get crazy impatient at the corner of lake and dean- foot and bike bridge needed! Stiffer vehicular fines in this area. Warning signs, drivers are the worst and the most dangerous.
- Traffic congestion is severe. Inattentive and aggressive drivers make walking/biking dangerous. A bike/pedestrian overpass on the Kenilworth Trail over West Cedar Lake Parkway is needed.
- I'd like to see the removal of the entrance/exit on the east side of the Whole Foods parking lot. This causes a ton of vehicle pile-ups as people think this is the only way to get into this parking lot, despite multiple other entrances for that very use. If this was simply walled-off traffic density on Market Plaza would be mitigated quite a bit, in my estimation.
- The light at the intersection of Lake St and Excelsior Blvd has never allowed enough time for vehicles traveling eastbound on excelsior to get through intersection. This can cause unnecessary backup during rush hour for those waiting on excelsior heading east.
- Sidewalks or bike lanes are needed on roads by wholefoods and greenway very dangerous to walk or bike around apt buildings
- Please do not sacrifice more traffic or parking lanes for biking. It's bad enough in the area and viable alternatives already exist.

- Street Parking on W. 32nd is horrible, especially in the winter. An emergency vehicle would not be able to make it through to my house at the end of the street because of parked cars on both sides. Adding a transit station with buses is going to make everything much worse. People in these apartments are not going to give up their cars. No buses on 32nd St.!
- Very high speeds on Lake Street going east and westbound to and from Uptown. Very challenging to cross Lake St at East Calhoun Parkway, Dean Court. Very congested merging both directions at the Calhoun Executive Center
- This space has so much potential to be more of a space that serves Minneapolis residents. Currently it is terrible for anyone arriving not in a car, and even for motorists, it's still challenging. Unfortunately, this space will either be good for motorists only, or good for bikes, pedestrians, and transit users, but more difficult for motorists. I'd like to see alternative transportation users prioritized here at the expense of convenience for cars.
- The walk shed is very small because of the mayor highways dissecting the area and that there is no separation of per/bike and vehicular traffic.
- The biggest concern for me is cars acting like they dominate the space. I have had countless "near miss" situations where I have barely avoided being hit by a car while walking or biking. It is a daily occurrence. Just outside of the study area, I was the victim of a hit and run by an aggressive Hummer driver while on my bike. This was the third time I have been hit by a car in Minneapolis/St. Paul in the past 5 years. I choose to live without a car, but over time, as the number of accidents and close calls increase, my fear of being out in my neighborhood walking and biking continues to increase dramatically.
- Enforcement of cyclists traffic rules would make it much safer for everyone. Cyclists regularly make it UNSAFE.
- Paths like the Midtown Greenway and Kenilworth/Burnham Trail are great for getting into the area, and the paths around the lakes are great for recreation (not great for transportation/commuting). They could use better connections between them though. The area around Calhoun Executive Center/Whole Foods/Punch Pizza is pretty awful for walking and biking, the roads have virtually no accommodation for anything but cars and the traffic moves very quickly. The stoplights tend to not detect waiting bicycles and the light cycles take a very long time.
- It's pretty much the worst let's just face it! I have lived and worked in the area for quite a number of years and the problem is bananas. I still love you though Lake St.
- Too much emphasis on biking, not enough emphasis on smooth and enhanced automobile traffic, bus transit (we do not need more light rail), and walking.

- Integrate land uses at grade. Don't require bicyclists and pedestrians to climb the Lake Street Bridge over the railroad to then descend back down to the future West Lake station. That would be a fail. Connect at grade across the RR as done adjacent to passenger platforms in other cities like Chicago.
- The focus really needs to be on making it a better environment for pedestrians. It's kind of a waste-land. A jogger was killed by a truck over there a few years ago. Just an awful environment adjacent to some of the best trails and beautiful lakes. It's a tragedy.
- This only captures my current use, not the use I would prefer. This is one area where I KNOW my frequenting would be significantly higher if it were actually safe and physically feasible. I live just a few blocks outside the study area, walk everywhere I go, run the lakes, and find it very uncomfortable/unsafe to go to West Calhoun because of the lack of pleasant/well-trafficked, pedestrian-oriented paths.
- Station design and construction should reflect future incorporation of transit mode on Midtown Greenway / Lake Street.
- I try to avoid driving in the area secondary to congestion. My main mode of transportation is my bike; traffic is the main impediment to biking. Issue of lighting are not a factor because there is no way I'm traveling in the area (except by car) at night.
- I really hope the SWLRT happens; would also like to see street cars on Lake St.---but not the Greenway.
- Don't force all the cars and buses to slow down along Lake Street near Calhoun. Instead, appreciate that they need to get where they are going. Help them get there and get the traffic out of the area faster.
- Extremely poor timing on stop lights. Excelsior Blvd in both directions at Lake St split is awful. Backups. Too short to get through intersection. 3 or less cars at times.
- Intersections are scaled for cars, not pedestrians or bikes. Too many car lanes, lanes are too wide. There is too much traffic in the area. A lack of alternative routes creates a bottleneck in this area. The connection of Excelsior, Lake, and Market Plaza in a triangle creates bad intersections for pedestrians and bicycles (especially the intersection of Lake & Excelsior). Regional commuter traffic is using these streets rather than the highway/freeway system creating high traffic volumes from downtown on Hennepin Avenue and Lake/Lagoon. The section of CR25 between MN100 and Lake Street should be eliminated. This section suggests to drivers that Lake St is a highway. The scale of CR25 is huge and inappropriate for an urban environment. Please consider truncating what is effectively a long onramp to MN 7.



- We need to look carefully at safety and pedestrian crossings. There are many people who come to the area who are not from the area. They don't know where they're going and are looking for parking. They may not be attentive to pedestrians and cyclists. As the congestion has increased, so has the danger for pedestrians and cyclists. Please look at signage and safety, especially at crossing points. Thank you.
- West Lake Street has too many lanes. It is basically a mini-freeway which cuts through the premier park district of the city and region. Removal of lanes would allow for additional space added to the park and make for a more enjoyable experience for its users.
- Nothing can make this area comfortable for cycling and walking unless traffic speeds are lowered. We don't need more infrastructure, signals or striping nearly as much as we just need slower cars.
- Some have suggested changing the name of this station to West Calhoun. DON'T. Isn't it enough that we named a lake after the warmongering slavery defender John C. Calhoun? Do we also have to name a train station after him? West Lake is a beautiful name. Good choice.
- The major reason I don't use bus/light rail as much as I could is that there is ALWAYS someone at the bus stop smoking. I have asthma and just can't do it. I wish the transit police would crack down on that metro wide
- The station really needs better East/West transit connections to serve the many destinations outside the study area and get people from those destinations to the station. This is the closest station to the popular uptown and I would really like to see better bus connections between the LRT station and that area as a priority. Extending the 21, 53 and maybe even the 6 west to this station would greatly enhance the value of the LRT station and attract a lot more riders. Many people including myself would love to take transit more to get from Downtown to Uptown or vice versa, but the 6 is just too slow and traffic jammed. Taking the quick LRT to West Lake and transferring to a high-frequency bus for the last mile would be much more preferable and likely faster.
- I find that many people run the short yellow light at turning left at Lake and onto Dean Parkway. Also not able to turn left from west Calhoun on to Lake street to head west on excelsior/MTKA. traffic is backed up to far and traffic sits for a few lights b4 being able to turn.
- Need sidewalk on Chowen, connecting W 32nd St. to the Whole Foods complex. This is incredibly dangerous today.
- Scary area to walk as pedestrian, cars are speeding and drivers no paying attention, esp when turning. WAY too much drive thru traffic speeding in the neighborhood north of Lake St and congestion on Dean Parkway from drivers cutting through neigh

- The stop light by the fire station is a real hazard to bicyclists - poorly defined lanes, can't trigger the light to change, cars don't respect bikes, the light at Excelsior is not much better (I am taking about going to/from Whole Foods)
- Biking via the trails is great, but when you need to get on the streets to reach your destination, traffic is tight/fast/aggressive and there are no bike lanes, making the roads extremely unwelcoming for bikes. Parking in the loop of W 32nd St, Chowen Ave S, and Abbott Ave S is very bad, especially evenings and weekends.
- Faster and more frequent east-west transit connections to Midtown/South Minneapolis from this area. Considering relocating to this area in anticipation of SWLRT.
- There should be more than just an elevator going down to the West Lake LRT station. The station should be called West Calhoun, after the name of the neighborhood. West Lake makes people think of Uptown, which this is not. High-density mixed-use developments should be encouraged around the station. The more people living around the area the better.
- There is nowhere to park a car and traffic is already horrendous. Where will all the cars go? Why are we routing the LRT through a difficult-to-access area of parks and lakes? I know it's too late, but this should have gone down Nicollet or something where there is clear and straight access to the route. The roads in this area are a jumbled mess and I expect the LRT to be inaccessible to me due to congestion and reliance on a single route to the LRT.
- Effectively getting buses/transit to the proposed station from Excelsior is going to be very difficult given the current parking congestion due to high density multifamily housing off W 32nd Street, S Chowen Ave and Abbott Ave S. These roads are very narrow with street parking on both sides (600+ units at Calhoun Greenway Apts, Be at Calhoun Greenway Apts and Westwood Apts) and current apartments have minimal surface or underground parking for their residents - (most rely on street parking). In the winter, it is often hard to get one lane of car traffic through, let alone a bus or even a firetruck to these housing units. Bus access to the LRT station may be better handled from less dense W Lake Street (with pedestrian and bike access from both sides of station). Lighting is a huge issue in this area too not only for personal safety but the ability to see pedestrians at night from a car along the rather curvy Chowen Ave and Abbott Ave. The current Calhoun Greenway bike trail is also poorly lit and does not have a wide enough designated pedestrian portion of the trail in some areas - many people walk from West Lake to Uptown via the trail or along the W Lake Street roadway sidewalk as opposed to getting on the Calhoun Pkwy trail. I have almost been hit by fast cyclists before. Thanks for your time!
- The stop lights take forever, the parkway by Lake Calhoun is full of potholes and the area by the lake is too congested by Tin Fish

- Amount of traffic along and on Dean Pkwy has increased so much. Is not even related to time of day or weather anymore. It is the sidewalk. Bike path or road we use most to get to the places we go whether on bike, foot or car. We live on SW corner of Benton Blvd and Dean Pkwy
- Need to improve bike connections! Crossing Lake Street to get to bike paths around Calhoun is treacherous. Stop making bikers and pedestrians feel like second-class citizens in their own city!
- Not enough police presence on Greenway bike path. Are there emergency alert boxes? I've never noticed them. As a single woman, it would be nice to feel safer from crime while walking. If there's not much crime there, it would be nice to know that. Also, driving-wise, it would be great in the lanes on Lake were marked more clearly.
- Too many cars coming in from the suburbs! Please remove a lane of traffic on Lake in each direction in the study area.
- I love biking in the area, it's really the best way to get around there because driving and traffic is so congested seemingly all the time and parking is horrible. Especially Excelsior & Lake street area Yuck! But I love to ride my bike so I don't mind so much!
- I really hope that accessing the transit stop as a cyclist and as a pedestrian is very easy. One of the most important pieces of public transit is ability to access the entry/exit point easily.
- Adding a light rail line through this area will definitely be helpful. If possible, a subway would be best because it could help with congestion above ground.
- Better pedestrian and biking paths crossing Lake Street. Longer lights for pedestrians walking across Lake Street.
- Stop trying to have both sides of traffic crossing excelsior and lake intersections at Market at one time! There's not enough time for all pedestrians, bicyclists, and cars to safely make it through, especially when so many people are taking lefts. That causes people to get in a hurry and that's when there are accidents. At both lake and excelsior one side of market should get a green light and then the other side, not both at once.
- The area handles motorized traffic fairly well but fails for everyone else. I am fine with reducing QoS for motor vehicles if we can make the area better for other uses. This is an important area of recreation and commerce and it should be accessible to everyone. West Lake around the north side of Calhoun should have a reduced number of lanes and reduced speeds. It acts like a mini-freeway right now. It causes problems in the study area and all the way back to the east side of the lake. We ought to consider downgrading CR-25 from a highway to a more local route, reconnect the grid around it and free up some land for other uses.

- It's hard for pedestrians and bicyclists to coexist on the off-street trail. Too congested with both for either to be happy. Makes bicyclists feel like they should be in the street, but drivers are not careful of bicyclists in this area.
- Inadequate traffic law enforcement 2. Dangerous driving at intersections (speeding, running lights, illegal turns, blocking crosswalks) 3. Drivers disregarding traffic lights 4. Drivers not giving pedestrians right of way
- No convenient bicycle route from Lake Calhoun bikeway to Calhoun Commons or Calhoun Village shopping areas, or to the proposed West Lake Station site. Traffic congestion on Market Plaza
- WALKING the Greenway behind Whole Foods from the entrance to the Greenway is not easy as there is no pedestrian designated lane. When one gets to the corner where the Greenway connects with Burnham Trail along the tracks to the Isles there is no designated pedestrian walk. Once you reach Calhoun Village the trail is great because the bikes and peds are separated. With all the new apts West of the Village a lot of people walk to the stores and restaurants. I have been yelled at by bikers telling me I'm walking the wrong way. Walking INTO the traffic is safest and the legal way to walk if you read the rules of the road. When there is NO sidewalk on a street one should be walking into the traffic rather than with your back to traffic for safety reasons. Fast moving bikes can be just as dangerous as vehicles on the street. IF there were a distracted driver you MIGHT have a chance to jump/move out of their way. A path designating ped/bikers would be a great improvement behind the Whole Foods and Village locations. There definitely needs to be better access to crossing from the Greenway area and the future train stop to the Calhoun Side. The timers have helped a lot for crossing the streets, but signs on Calhoun to "yield to ped in crosswalk" don't seem to be effective. In winter the drivers actually stop less than in summer. Yellow caution lights at certain crosswalks might get the driver's attention better. I notice a Church on 28th near Hennepin has a light that must flash only during "church hours" Lights like that could be implemented near the Lakes, during certain high peak times.
- Enforcement of BIKES I know is difficult, but summer after summer I see young families with a couple and their children trying to bike leisurely on a Sat/Sun and are almost driven over by the herds of bikers speeding along the lakes and the Greenway. On busy weekends it might be good to have more police on bikes throughout the chain of lakes. Just to know they are there might slow or keep rudeness to a minimum. I often get asked by people how to get to Lake Calhoun, How to get to Lake of the Isles, etc. There could be better signs to direct people NOT necessarily familiar with the neighborhood. Oh, the sign at Calhoun with Excelsior and West Lake Calhoun parkway is in big need of repair as the lettering is falling off the shelter.

- DRIVING is only going to get worse because of all the construction of apts and business. The traffic on Excelsior is like viewing a speedway. Interesting how driving in from St Louis Park on Excelsior the traffic is much slower. I've been told trees, flowers, shrubs and burms do not slow traffic, but my experience in SLP has been where the speed zone is 35 mph traffic seldom goes much over that. There and on Lyndale Ave which I drive frequently as well are well designed to slow people as there is a much cozier feeling. Once one hits France Ave Eastbound all bets are off on the speed and traffic leading into the City. They drive like hell through the Minikahda area and at 32nd light you take your life into your own hands to cross and pray they don't blow the red lights from there to Hennepin Ave in Uptown. It's rare to NOT see several vehicles go through a red light. My son moved to Seattle a few years ago and shortly after he arrived he made a right turn on a red light where it was posted NOT to do so. He received a ticket for \$150.00 in the mail a few weeks later, not aware what he had done. Trust me, he has not had any red light violations since. If some of these drivers had that risk, they may think twice after \$300/\$400 for multiple violations. I often will cross the street in the middle of the blocks when traffic is forced to stop at red lights. It's often safer than trying to cross at a crosswalk where you have red lights violated, turning vehicles not yielding to peds, etc. Signs showing drivers how fast they are traveling in this area might help slow them down as they do in SLP often.
- SLP also has signs posted in various shopping areas such as The West End and Knollwood intersections stating NO peddling, loitering and panhandling allowed. We often have people at corners asking for money from drivers and this seems to be a distraction as well as an annoyance during high traffic times along the busy lake streets.
- The traffic at MARKET PLAZA is a nightmare most of the time and I am fortunate I can walk there. Here again with the anticipated growth of peds, bikers and vehicles somehow there has to be more control. We are the busiest tourist spot in the state behind the Mall of America. The fire trucks/ambulances can hardly get out onto the street on busy weekends or rush hours. Don't know the exact answers, but see the problems every day and I would imagine as traffic engineers that is your expertise as to how to solve the problems.
- I probably would take the TRAIN several times a week to downtown for entertainment, shopping, restaurants and to the airport several times a year. The shelters for both trains and buses need to be more "Minnesota Friendly". If we lived in Florida, Calif, or Texas we would have okay shelters, but I believe more people would travel the rail and buses if the shelters were more protected from the weather. Heat would be helpful in many more locations and better shelter from the winter winds as well. I also have seen the SMALLER Metro BUSES used in St Paul near Montreal Ave and W 7th where there is high density run more often throughout the day for

people to get to work, shopping, doctor visits, etc. I realize buses are more flexible than trains, because they can be changed to accommodate any changes in ridership, but do support the trains as well.

- Please try to SLOW the traffic on Excelsior and Lake Street. ENHANCED berms, trees, shrubs and calmer lighting could help the problem as it seems to have done in ST LOUIS PARK and LYNDAL AVENUE.

## Appendix D – Online WikiMap Results

The online WikiMap for the project was live for a three week period and received a total of 192 data points from 91 users. The WikiMap allowed users to identify areas or routes and provide comments on each point/route they identified. Data gathered included problem areas by each individual transportation mode (walking, biking, transit, and driving), good areas for walking and biking, places that users walk or bike to, routes that users walk or bike, as well as routes that users would like to walk or bike. Exhibits for each of the input categories are shown below.

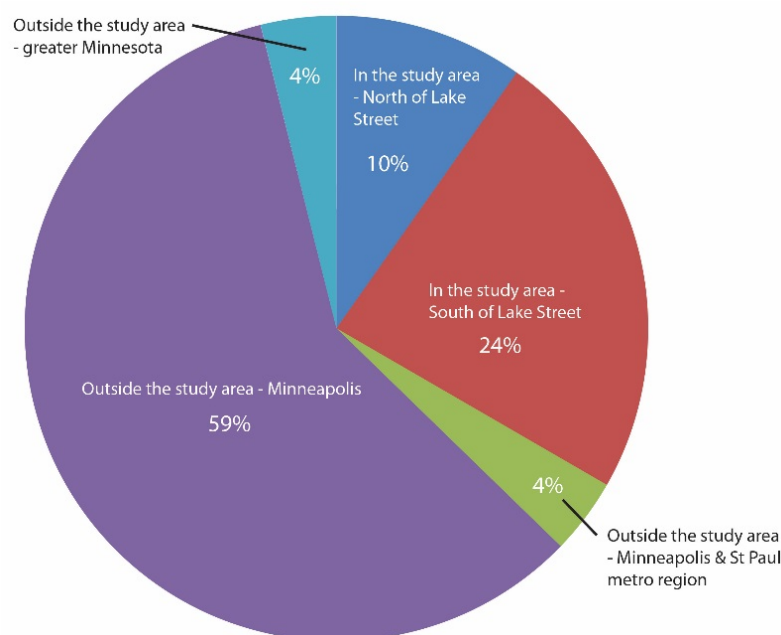
### Where WikiMap Respondents Live

*\*Note - this question was not required, and many survey respondents did not answer it.*

**Table 5: Where do you live?**

Where do you live?	Quantity of answers	% of answers
Outside the study area - Minneapolis	30	59%
In the study area - south of Lake Street	12	24%
In the study area - north of Lake Street	5	10%
Outside the study area - Minneapolis & St Paul metro region	2	4%
Outside the study area - greater Minnesota	2	4%
Outside the study area - St Louis Park	0	0%

**Figure 24: Where WikiMap respondents live.**



## Walking Problem Areas

Total number of walking problem areas identified: 40

Figure 25: Walking problem areas





## Biking Problem Areas

Total number of biking problem areas identified: 22

Figure 26: Biking Problem Areas



## Traffic Problem Areas

Total number of traffic problem areas identified: 31

Figure 27: Traffic problem areas

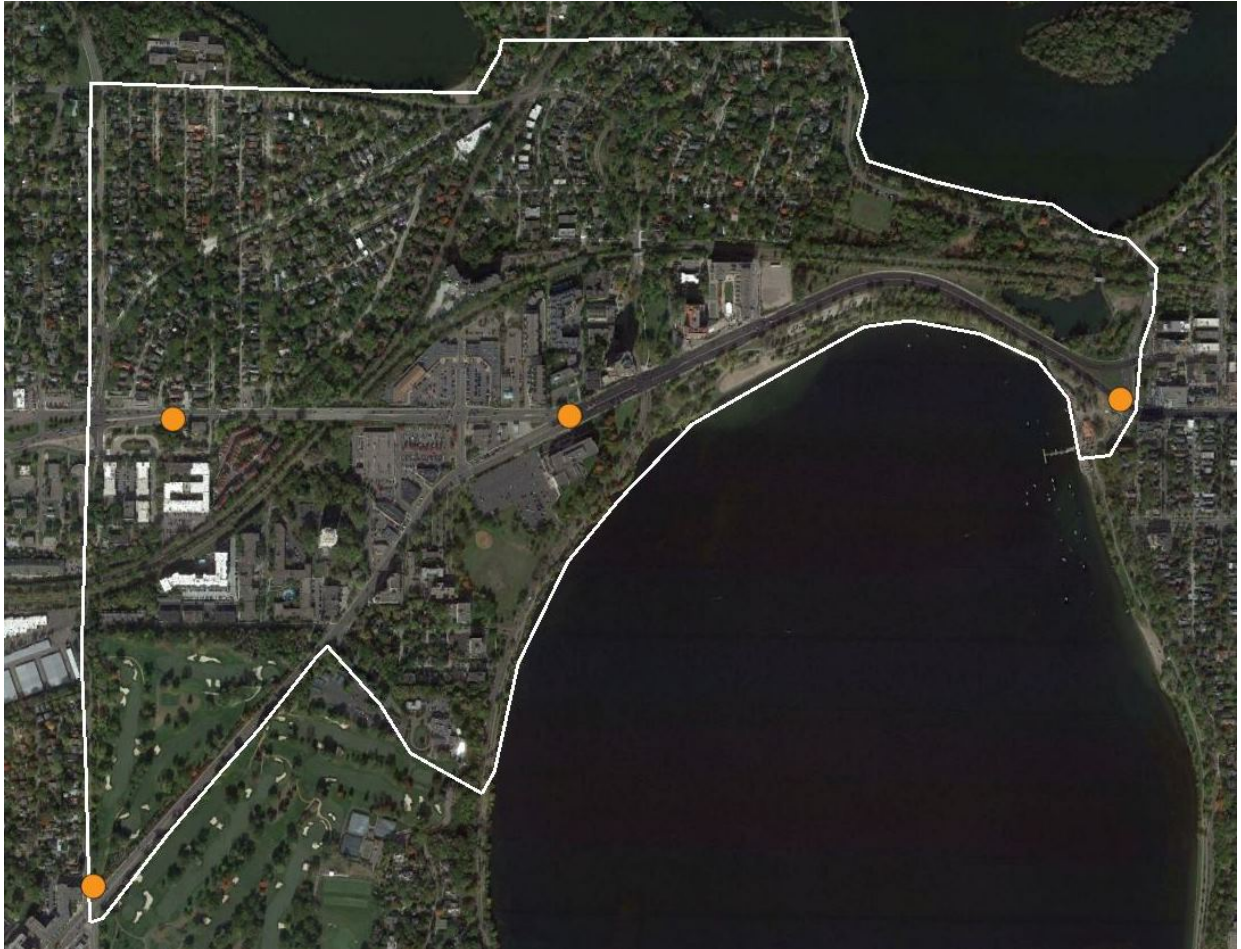




## Transit Problem Areas

Total number of transit problem areas identified: 4

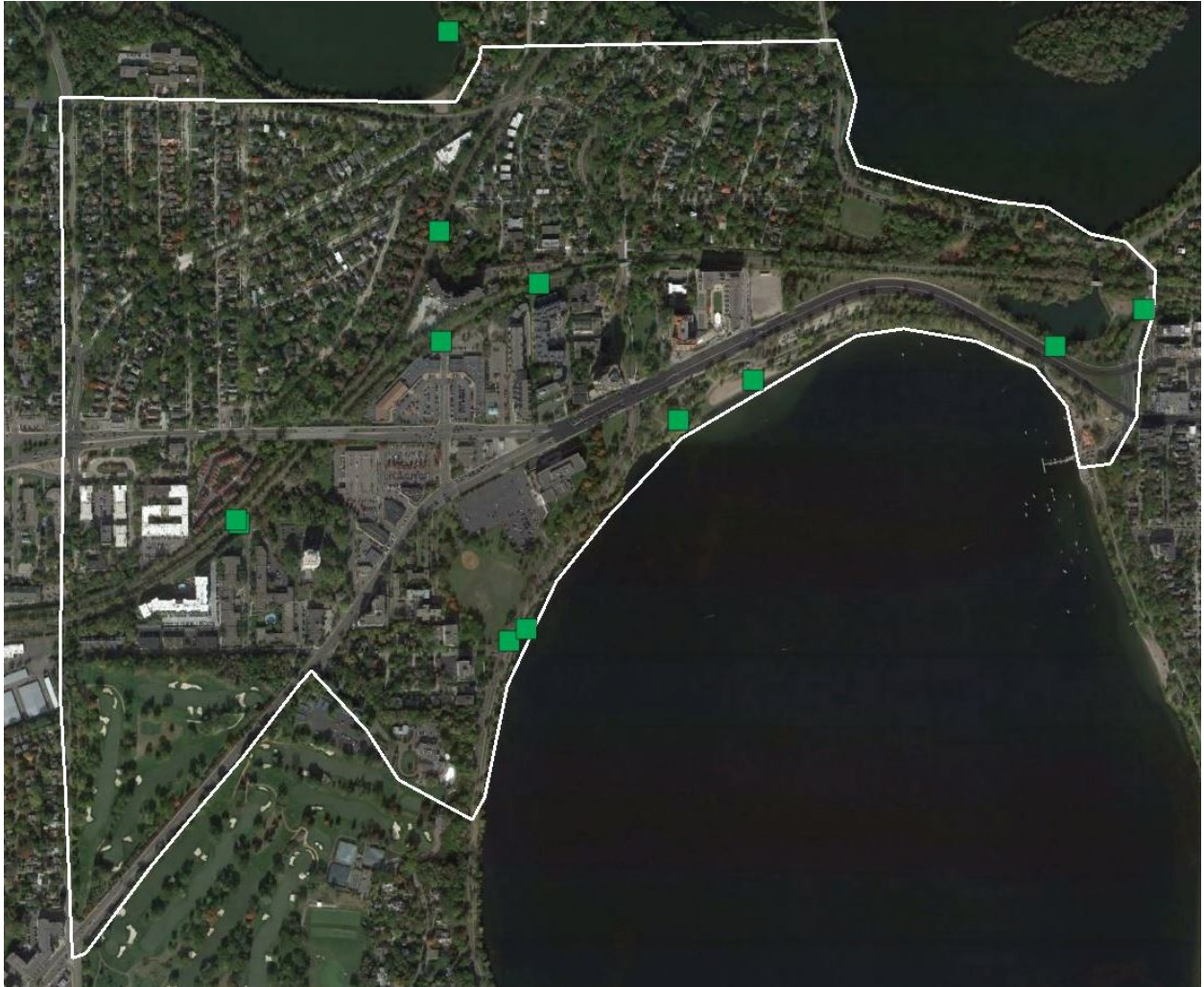
Figure 28: Transit problem areas



## Good Areas for Biking and Walking

Total number of good areas for biking and walking identified: 12

Figure 29: Good areas for walking or biking





### Places Respondents Bike or Walk to (destinations)

Total number of destinations identified: 22

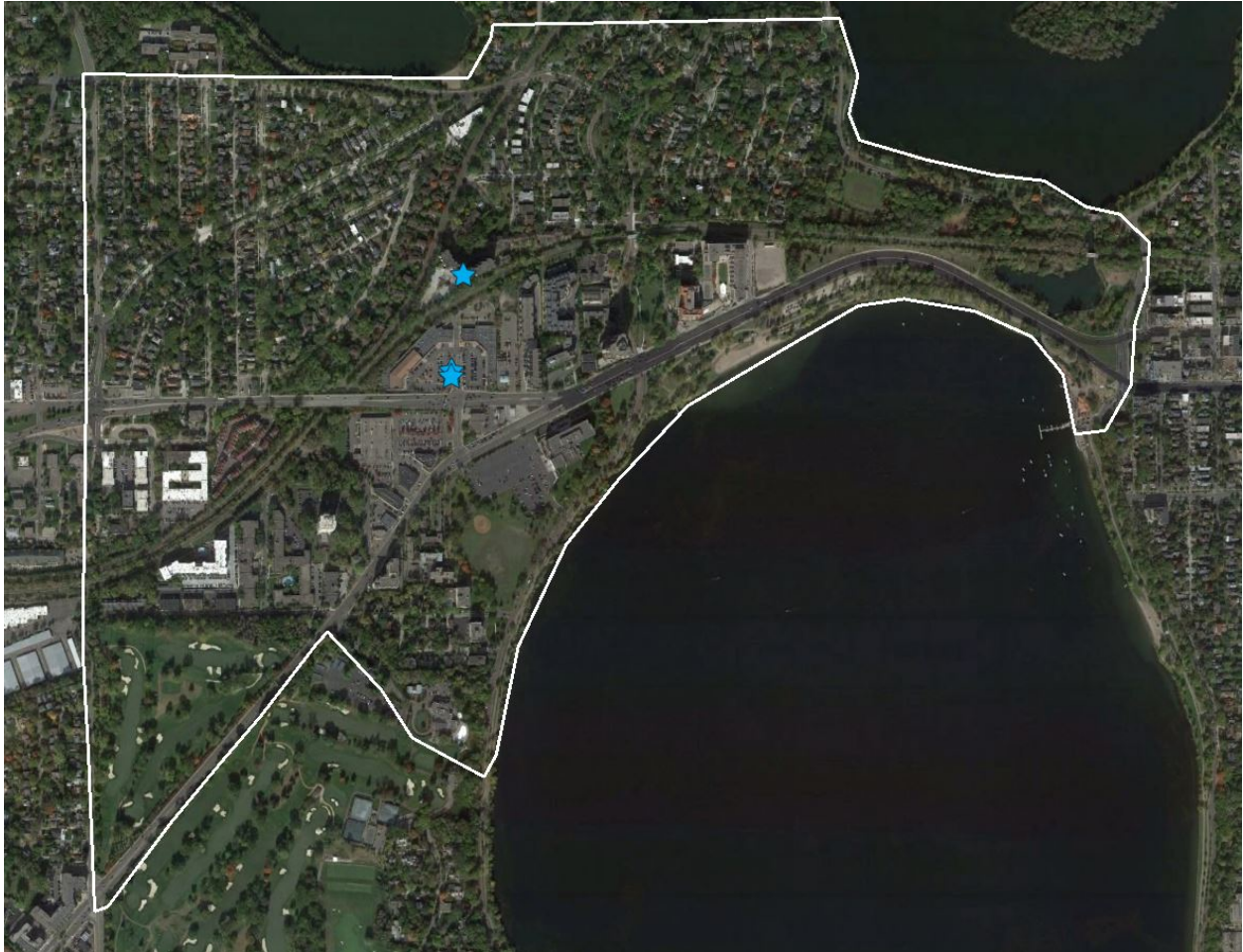
Figure 30: Places respondents bike or walk to (destinations)



### Places Respondents Would Like to Walk or Bike To

Total number of places respondents would like to walk or bike to identified: 3

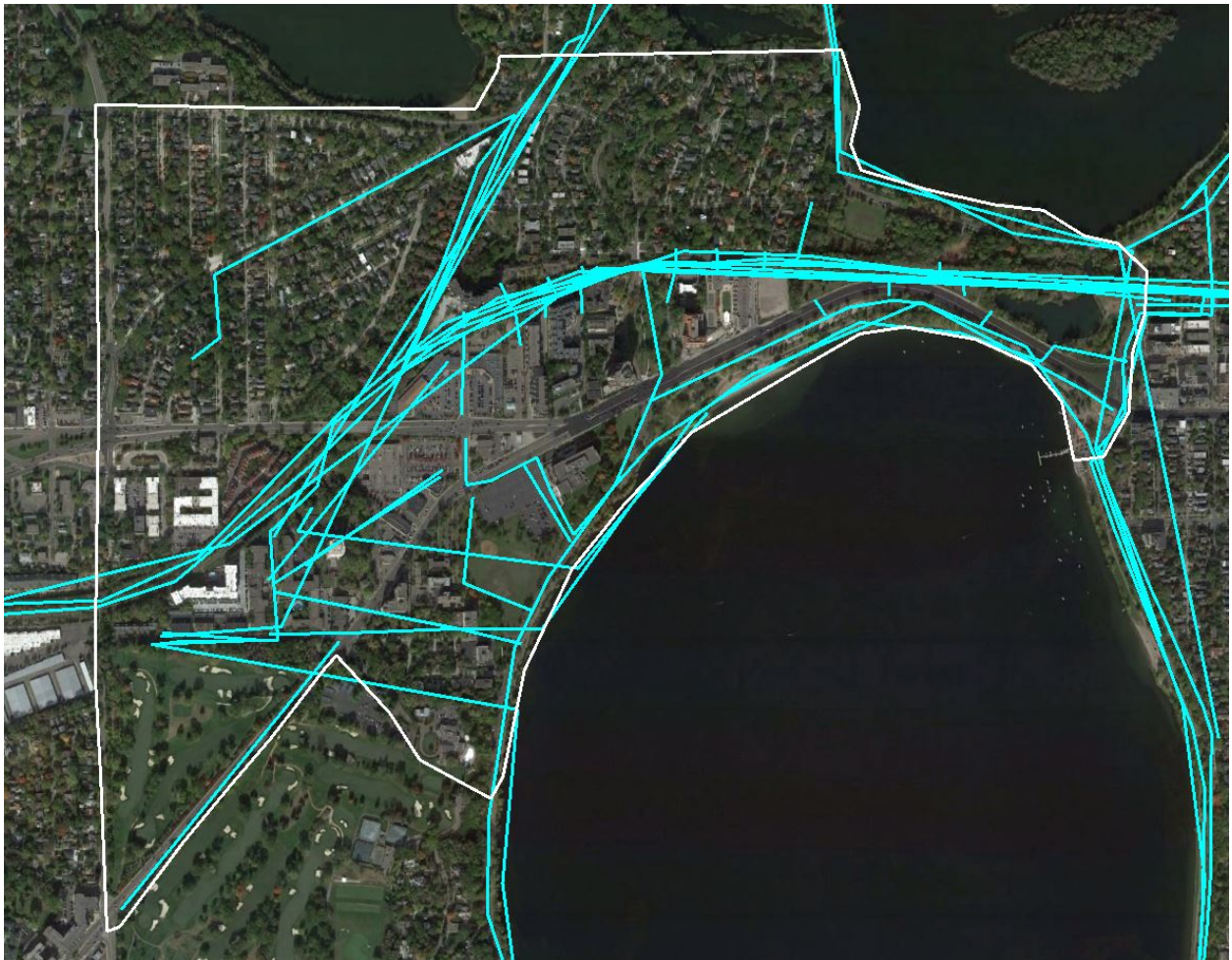
Figure 31: Places respondents would like to walk or bike to





## Routes Respondents Walk or Bike

Figure 32: Routes respondents walk or bike



## Routes Respondents Would Like to Walk or Bike

Figure 33: Routes respondents would like to walk or bike





## Appendix E – Stakeholder Comments

The following table is a collation of comments that were received at stakeholder outreach activities, including the BAC meetings, PAC meetings, CIDNA and WCNC meetings, and the community workshop #1 (mapping activity only). The column on the right side of the table indicates how many times the comment (or a very closely related comment) was made during the in-person engagement activities listed above.

For convenience, stakeholder comments are sorted into seven segments within the study area: near the proposed LRT station, on or near West Lake Street, south of the proposed LRT station (including Excelsior Boulevard), west of the proposed LRT station, east of the proposed LRT station, north of the proposed LRT station, and general comments about the study area or the study.

**Table 6: Stakeholder Comments**

Location	Stakeholder Comments	Frequency
Proposed LRT Station Area	Will there be a Nice Ride station?	0
	Parking changes on Chowen Ave south?	1
	Need better connection between W 31 <sup>st</sup> Street and Excelsior Blvd	1
	How to get to lakes from station?? Need a direct path	5
	Need bike parking location – with lighting	1
	Sidewalks are an improvement! (at Chowen and W 31 <sup>st</sup> street	1
	Access across freight tracks at grade?	2
	Informal footpaths along freight corridor and north of Lake street	1
	Pedestrians will often take most direct route to destination, regardless of street safety	1
	What is the thickness and height of the crash wall?	1
	"Vertical Circulation" (stairs) connecting station and Lake Street is not sufficient!	2
	Do vertical circulation elevators accommodate 2 bikes?	1
	Cannot cross freight tracks when trains are parked on tracks. (often for long duration of time)	1
	Bike/Pedestrian conflicts at proposed LRT station crossing Cedar Lake trail	6

Location	Stakeholder Comments	Frequency
	Need a pedestrian tunnel under bridge tracks/Lake Street	1
	Need to cross freight tracks	1
	Grade separate trail from pedestrian station access	1
	Clearly mark bike/ped route to/from Lake Calhoun	1
	Safety concerns about stairs to station - at night when its dark, in winter when slick etc.	1
	Bring ped/bikers via tunnel under Lake St bridge, the railroad tracks, LRT, and out south of station."	1
	Stop sign for bicyclists before trail/station intersect	1
W Lake Street	Bridge is too narrow on W Lake crossing Midtown Greenway	1
	Connection not as good to Midtown Greenway	1
	Safety issues with bike tunnel under W Lake St bridge - not an obvious connection between lakes	2
	Curb on path on bridge?	1
	Bury Lake Street? Land bridge?	1
	Gateway from west?	1
	Snow clearance issues	3
	Poor lighting conditions	3
	Lack of streetscape	1
	Narrow sidewalks, no buffer, no parking, no trees	5
	Add off-peak on-street parking	1
	No bus shelter on bridge	1
	New development going in on NE corner of Lake Street and Thomas Ave - adding traffic	1
	Smaller curb radii at Lake Street/Market Plaza to reduce vehicle speeds	1
	Don't need right turn lanes or right turn on red at Lake and Market Plaza intersection	1
	Need wayfinding/local info from Lake St to Cedar Lake Trail	1
	Need traffic calming on Lake St (west of station)	1
	Need ped only space on Lake St	1
	Lake St/Excelsior intersection is dangerous for bikes/peds - need better markings	4

Location	Stakeholder Comments	Frequency
	Signals are timed for cars, not pedestrians - extend ped signals	3
	Pedestrians often cross in middle of roadway - safer to cross 2 way traffic instead of 4 way traffic at intersections	1
	Will the barrier on the bridge block vehicle spray (snow, rain)?	1
	Can Market Plaza be closed off and be made a pedestrian only area?	1
	Add pedestrian bridge crossing W Lake St and Excelsior Blvd intersection	1
	Add a leading pedestrian signal on Lake and Dean Pkway intersection - heavy pedestrian use	2
	Speeds on Lake St are too fast	1
	Transit stop with heavy traffic - could an adjacent bridge be built to provide bus pullouts?	1
	Crossing signal improvements on Lake/Market - leading pedestrian and audible	2
	Lake St bridge is very busy/well used	1
South of proposed LRT Station (and Excelsior Boulevard)	Add sidewalk on south side of Excelsior	3
	4 to 3 lane conversion?	1
	The sidewalk on north side of Excelsior is too narrow	1
	Bus stop near corner of Excelsior and Market Plaza which is often used by high school students walking to SW high school.	1
	Excelsior and 32nd intersection - need a better crossing to Lake Calhoun	1
	Shared use parking lot between Excelsior and W Calhoun Parkway (during nights and weekends)	1
	Pedestrian crossing signals on intersection of Excelsior and Abbott?	1
	Issues with EMS (Fire trucks) access on Excelsior/Market Plaza by fire station	1
	Need pedestrian connection between Chowen Ave and Market Plaza	1
	Excelsior in Saint Louis Park is beautiful and slower	1
	32nd st is a one-way going west	1
	Excelsior and Market Plaza issues - heavy ped use - hard to cross/signal is too fast/turning cars block through cars - Market plaza overused - allow pedestrian only phase or all-corner pedestrian crossings	6

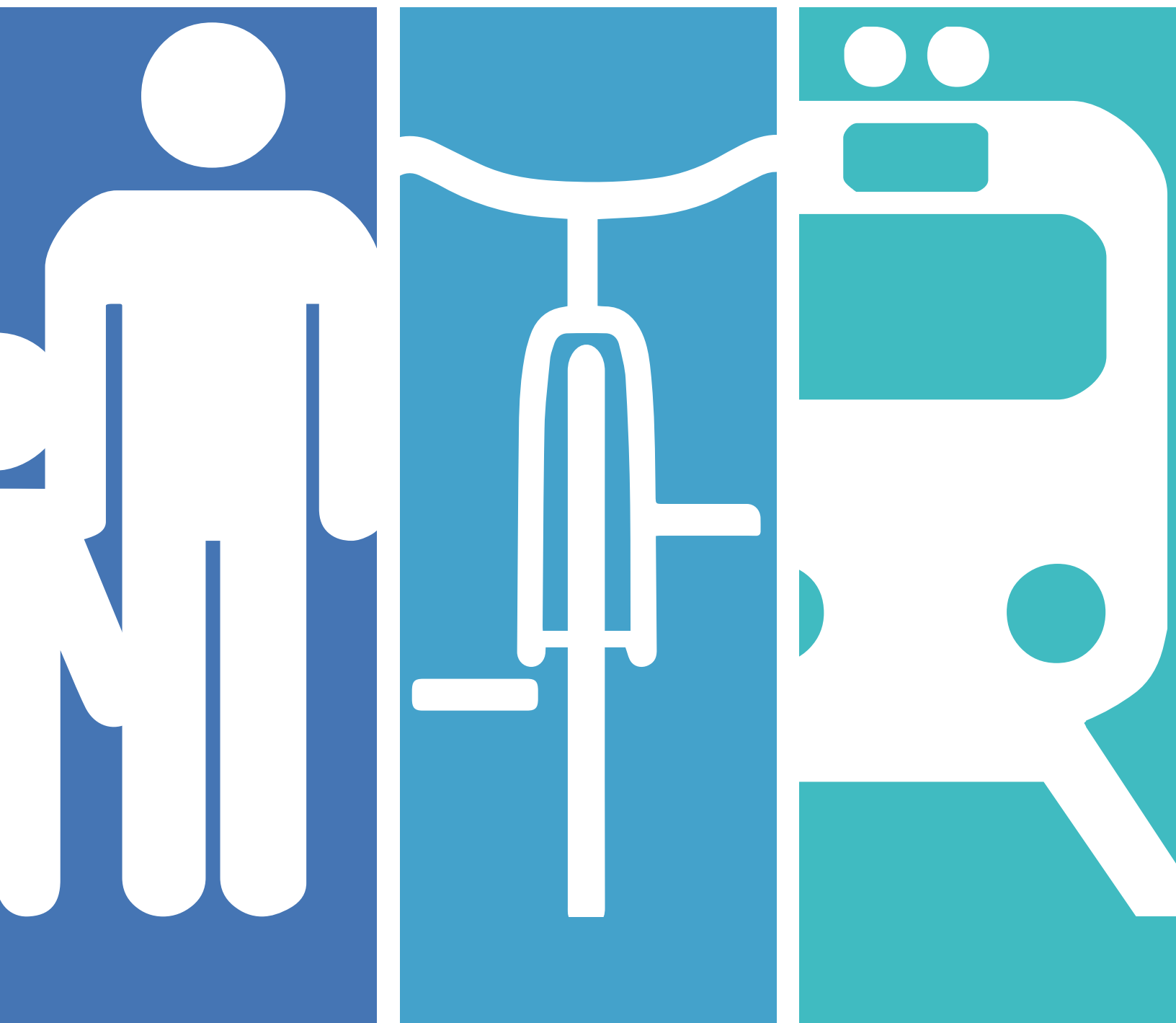
Location	Stakeholder Comments	Frequency
	Open 32nd St W, west of France Ave	1
	Excelsior and 32nd St intersection needs to be reconfigured - need better crossings on both sides - very fast traffic	2
	Add a left-turn light onto Excelsior off of 32nd street	1
	High travel speeds on 32nd - interest in speed bump	1
	Under used vehicle access points on Excelsior into Whole Foods shopping complex - can help take pressure off of Market Plaza	1
	Excelsior near Whole Foods is pedestrian unfriendly	1
	Excelsior south of 32nd st is a "dead zone" - poor pedestrian facilities	1
West of proposed LRT Station	Informal non-motorized connections northwest of station area	1
	Improve north-south connection to France over CLT; reconnect France Ave	5
	Can you walk to the station from the West?	1
	On Inglewood Ave (outside of study area) up to 2 feet of water runs in ditch - need a culvert or a path/trail from Inglewood to Cedar Lake trail	2
	Need better trail connecting between CLT and 31st st/Ewing Ave	0
East of proposed LRT Station	Need more trail capacity	1
	Need access to station from West Lake Calhoun trail	1
	Urbanize street grid at Calhoun crossings and connections	2
	West Lake Calhoun parkway is stressful	1
	Build a tunnel underneath freight rail to connect to Lake of the Isles	1
	Access to Thomas Ave through a hole in the fence	0
	Thomas Avenue would be a good Lake Street crossing location- quieter intersection	2
	Need stop sign/warning where Kenilworth corridor approaches midtown greenway	2
	Additional pathway on South side of Cedar Lake Trail	1
	Need help getting out of fire department	1
	Pedestrian access to west crossing Dean parkway along Cedar Lake Trail	1
	Area just north of Lake Calhoun/south of Lake St is too secluded	1
	Bike/Pedestrian conflicts at West Calhoun Pkwy and 32nd St	1

Location	Stakeholder Comments	Frequency
	Need more connections between W Lake of the Isles Pkwy, Midtown Greenway, and Lake Calhoun	2
	Lagoon Ave has narrow sidewalk with obstruction	1
	Lagoon Ave and East Lake Calhoun Pkwy has crossing on only one side	1
	No sightlines between W Lake of the Isles and Lake Calhoun - need better connection	2
	Lagoon Ave has large gaps in traffic	1
	Add a bike and ped bridge over Lake St.	2
	Market/Excelsior - dangerous. Where to go once you cross intersection? No landing for peds	2
	W 31st street - on street parking issues (under supplied)	1
	Overflow parking north of (Punch Pizza) shopping facility; feels unsafe/unpleasant	2
	Market Plaza is congested	1
	Midtown greenway is not wide enough to walk with 2 people	1
	Paths in Dean Parkway are too recreational - not direct enough for commuting	1
	Lack of pedestrian connections between Market/Excelsior and Lake Calhoun	1
North of proposed LRT Station	Messy intersection at Cedar Lake Parkway and Depot Street – who is stopping? Sort out movements. Add signal?	2
	Access to proposed LRT station from northeast (Cedar-Isles Dean neighborhood)	1
	Access to Lake Calhoun from Northeast part of study area	1
	Intersection control stop sign at intersection of Saint Paul Ave and Saint Louis Ave	1
	Add facility on Cedar Lake Parkway between Benton Blvd./Dean Parkway	1
	Low density residential, more mixed use? Mixed activity (Northeast of station)	1
	Add park facilities to Lake of the Isles	1
	Midtown Greenway does not provide access to the residential area North of station -need a Lake St facility but bridge is inhospitable	1
	Area north of Midtown Greenway - mixed-use and transit-oriented development master plan for this area!	1
General Comments	Need a better feeling of safety	1

Location	Stakeholder Comments	Frequency
	Snow removal on sidewalks and trails	1
	Need buildings with more visual interest and variety of operating hours	1
	Tourists ask for directions - "go to the lake" is the thing to do	1
	Outdoor kiosks - <a href="http://www.zivelo.com">www.zivelo.com</a>	1
	Parking is in high demand in study area	1
	Can fire department be moved to the East?	1
	Add in flashing light beacons for pedestrians in key areas	1
	AUTO-CENTRIC	1
	Peds use green light to know when to cross intersections - doesn't work with one-ways	1

# WEST LAKE MULTIMODAL TRANSPORTATION STUDY

## COMMUNITY ENGAGEMENT SUMMARY #2



## Introduction

This document summarizes community engagement for the second phase (Concept Development) of the West Lake Multimodal Transportation Study. The following sections recap a variety of engagement and outreach activities to date, including the second set of stakeholder outreach meetings, Community Workshop #2, and the second online survey. The appendices at the end of the document provide detailed results and documentation of each community engagement activity. The data and results received during engagement activities help refine and prioritize the draft concepts developed for the West Lake Multimodal Transportation Study.

## Stakeholder Outreach Meetings

The project team facilitated outreach meetings with the following stakeholder groups to discuss the draft concepts prior to the workshop:

- West Calhoun Neighborhood Council (WCNC)
  - September 8, 2015
- Cedar-Isles Dean Neighborhood Association (CIDNA)
  - September 9, 2015
- Minneapolis Bicycle Advisory Committee
  - September 15, 2015
- Minneapolis Pedestrian Advisory Committee
  - September 17, 2015
- Hennepin County Bicycle Advisory Committee
  - September 21, 2015

Highlights of the draft concepts were presented at each meeting, with the opportunity for stakeholders to provide feedback.

## Community Workshop #2

The second workshop for the West Lake Multimodal Transportation Study was held on October 7<sup>th</sup>, 2015 from 5:00-7:00 pm at the Jones-Harrison residence in Minneapolis. The purpose of the workshop was to solicit feedback from project stakeholders and the public about the study's draft concepts, as well as prioritize which concepts are most important for implementation. The workshop had approximately 20-25 attendees.





## Workshop Format

Several presentation boards were set up around the perimeter of the room to inform participants about the West Lake Multimodal Transportation study, communicate results of past community engagement activities and other analysis, display draft concepts for proposed refinements to the Southwest LRT project (Level 1 concepts), and provide additional detail about some of the design concepts for the larger study area (Level 2 and Level 3). Participants were presented with a handout of the complete list of concepts that had been developed. Workshop participants were each given five stickers and were asked to vote for their top five priorities among level 2 and level 3 draft refinement concepts on large study area maps provided. Additional general comments about the draft concepts and study area were gathered through comment cards.

**Figure 1: Workshop participants vote on top priorities in the study area.**



## Concept Prioritization Results

One of the primary purposes of the workshop was to start to prioritize the draft concepts in the study area. Table 1 shows the voting results for the top ten priority concepts, as well as their location and description.

**Table 1: Draft Concept Prioritization Results**

<b>Draft Concept Prioritization Results</b>			
<b>ID</b>	<b>Location</b>	<b>Draft Refinement Description</b>	<b>Votes</b>
2-13	Calhoun Commons/Market Plaza driveway	Evaluate modifications at Market Plaza access to Calhoun Commons	7
2-12	Lake/Dean Pkwy Intersection	Enhanced trail crossing markings on east leg for trail connection, east median extension and/or expansion to provide refuge and two-stage crossing. Reduce curb radius on southwest corner to slow turning motorists, shorten crossing	6
2-4	West Lake Station Area	Develop an at-grade crossing of the freight and LRT in the station area.	6
2-16	32nd/Excelsior Intersection	Bicycle and pedestrian crossing treatments - colored pavement markings and two-stage queue boxes to facilitate the route between the LRT station and Lake Calhoun	5
2-6	East Calhoun Pkwy/Lagoon Intersection	Mark crossing of all four legs	5
3-2	Market Plaza through Calhoun Village	Evaluate potential trail connection through Calhoun Village parking lot along east side of drive aisle (this requires coordination with private property).	4
3-3	Market Plaza	Reconfigure the street to provide space for a shared use trail on the east side of the roadway (further study needed to determine optimal cross section).	3
2-18	31st/Chowen/32nd Loop	Design 32nd Street to include bike facility to provide access from station to Lake Calhoun. Two-way shared use path along inside of the 31st/Chowen loop	3
2-14	Market Plaza/Excelsior Intersection	Extend eastbound left turn lane striping to serve demand volume in the lane	3
2-B*	7 Signalized Intersections in Study Area: Lake/France, Excelsior/France, Lake/Excelsior, Lake/Dean Pkwy, Lake/Thomas, Lake/E Calhoun Pkwy, Lagoon/E Calhoun Pkwy	Enhanced crosswalk markings, countdown timers where not present, consider signal timing that allows pedestrians to begin crossing the street before cars are allowed to cross, ADA/audible push buttons, Directional ped ramps and curb modifications as necessary	3

\* There were 3 total votes for concept 2-B, which would apply to seven intersections, however it's not clear if the three votes were for specific intersections or general votes for all 7 intersections. The 3 votes were at the following intersections: E Lake Calhoun Pkwy/Lagoon Ave, W Lake St/Thomas Ave, W Lake St/Dean Pkwy.

<b>Workshop Attendees</b>	
David Keinert	
Deb Bartels	
Harvey Zuckman	
Bonnie Kiley	
Colleen Dreton	
Ryan R. Fox	
Susie Goldstein	
John W.	
Rich Nyquist	
Richard Logan	
Mike Elson	
Brad Pfaff	
Devanne Reed	
Allan Campbell	
Steve Goltry	
Jack Pfaff	
Tara Hanlon-Nevins	
Nona Bergh	
Bill Dooley	
Katie Jones Schritt	

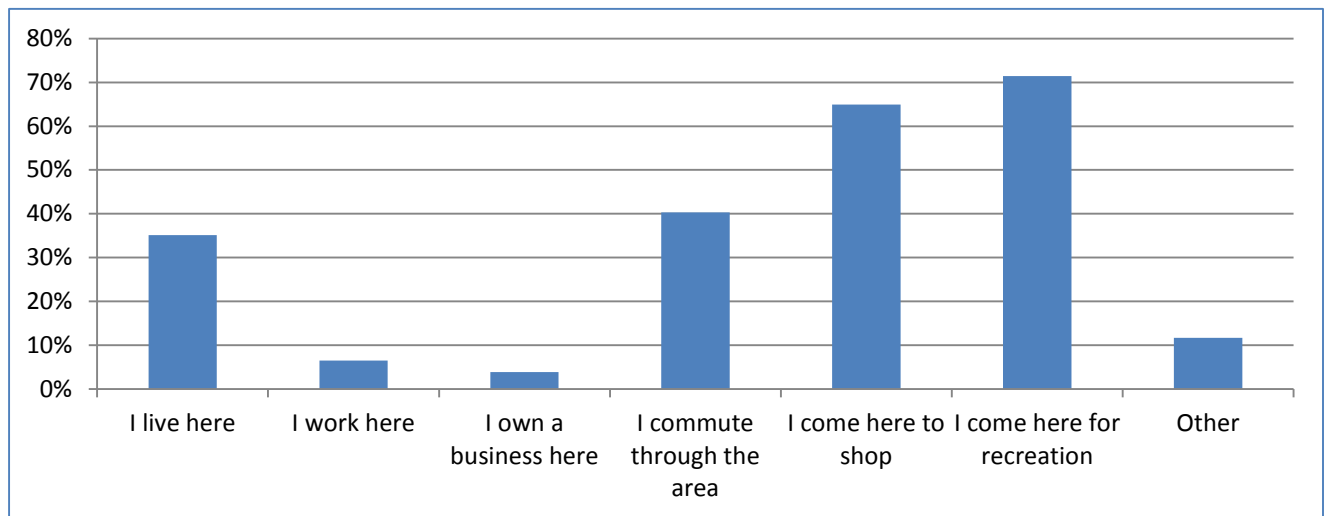
<b>Workshop Facilitators/Consultant Team</b>	
Nathan Koster	City of Minneapolis
Allan Klugman	City of Minneapolis
Heather Kienitz	SEH
Kristen Petersen	SEH
Hannah Pritchard	Toole Design Group
Ciara Schlichting	Toole Design Group
Connor Cox	Toole Design Group
Sophia Ginis	Southwest Project Office
Ryan Kronzer	Southwest Project Office
Kristy Morter	Hennepin County
John Doan	Hennepin County

## Online Survey

The purpose of the online survey was for the public to prioritize the draft improvement/refinement concepts which were presented at the second project workshop on October 7<sup>th</sup>, 2015. The concepts were divided into two sections: Level 2 concepts and Level 3 concepts. Level 2 concepts are those that are proposed to be implemented near opening day of SWLRT service, but do not have funding sources identified. Level 3 concepts are considered larger in nature, have no timetable for implementation, or require additional analysis outside the scope of the current study. At this point in the project, Level 1 concepts have already been recommended to the Southwest LRT Project Office to be incorporated into the Southwest LRT project.

The survey had over 160 responses, including 77 fully completed responses. Over 66% of respondents live in Minneapolis, but outside of the project study area. About 30% of the respondents live in the study area - 20% of which live north of Lake Street and 10% that live south of Lake Street. Over 70% of respondents come to the study area for recreation, followed by 64% of respondents that come to the study area to shop.

**Figure 2: What brings you to the West Lake Study Area? (Select all that apply)**



## Survey Results

The survey asked respondents to prioritize each of the level 2 and level 3 draft concepts on a scale from "Not a Priority" to "Top Priority" which was then converted to a scale from 1 to 5 for tabulation (1 - Not a Priority, 2 - Low Priority, 3 - Medium Priority, 4 - High Priority, 5 - Top Priority).

## Level 2 Concepts

Among the level 2 concepts, two of the top three prioritized concepts are located at the Lake Street/Dean Parkway intersection. The top priority was concept 2-11, which included changes to traffic signals and the evaluation of a no turn on red. Concept 2-11 was the third highest priority, which included enhanced crosswalk markings, median improvements to provide refuge for pedestrians, and a reduced curb radius on the southwest corner.

The second top priority among level 2 concepts was making improvement at seven of the signalized intersections in the study area (five intersections will already be improved as part of Level 1). Intersection

improvements would include enhanced crosswalk markings, countdown timers where not present, consideration of signal timing that allows pedestrians to begin crossing the street before cars are allowed to cross, ADA/audible push buttons, and directional pedestrian ramps and curb modifications as necessary.

The West Lake Station Area was represented in the two of the top five priorities for level 2 concepts. The fourth highest priority for level 2 concepts is to identify space for bike parking near station the station, and the fifth priority is to develop an at-grade crossing of the freight and LRT tracks in the station area.

### Level 3 Concepts

Among the level 3 concepts, the top priority concept (3-19) is at the Lake Street and Excelsior Blvd intersection. This concept would reconfigure the intersection into two separate, simpler intersections. A median would be added to provide additional pedestrian space, shorten crossings, and add gateway landscaping. The second priority for level 3 concepts was at the East Lake Calhoun Area (3-17). This concept would identify routing and lighting improvements to address unclear and crowded pedestrian bicycle trails and the lack of consistent lighting. The next priority was at the area between Excelsior Blvd and Lake Calhoun, south of Market Plaza (3-5). This concept included the construction of an off-street trail connection to make a clear connection between Lake Calhoun and Midtown Greenway.

Prioritization scoring results for all of the level 2 concepts and level 3 concepts are show in tables 2 and 3 below. Scores are on a scale from 1 to 5, with 1 being the lowest and 5 being the highest.

**Table 2: Level 2 Concept Prioritization Results**

ID	Concept Location & Description	Mean Score
2-11	Lake/Dean Pkwy Intersection: Traffic signal timing improvements to address congestion related crashes and risk taking behavior of drivers. Consider no turn on red.	3.895
2-B	7 Signalized Intersections in Study Area: Enhanced crosswalk markings, countdown timers where not present, consider signal timing that allows pedestrians to begin crossing the street before cars are allowed to cross, ADA/audible push buttons, Directional ped ramps and curb modifications as necessary	3.816
2-12	Lake/Dean Pkwy Intersection: Enhanced crosswalk markings on east leg for trail connection, extend and/or widen east median to provide refuge and two-stage crossing for pedestrians. Reduce curb radius on southwest corner to slow turning motorists and shorten crossing.	3.747
2-3	West Lake Station: Identify space for bike parking near station (implement in near and long term)	3.703
2-4	West Lake Station Area: Develop an at-grade crossing of the freight and LRT tracks in the station area.	3.676
2-9	East Calhoun Pkwy/Lake Intersection: Add crosswalks to all four sides (currently only two crosswalks marked)	3.618
2-6	East Calhoun Pkwy at Lake and Lagoon Intersections: Add crosswalks to all four sides (currently only two crosswalks at each intersection)	3.573
2-5	Midtown/Kenilworth Trail Intersection: Install lighting at trail intersection to improve visibility	3.568
2-7	East Calhoun Pkwy between Lake and Lagoon: Provide a trail connection along the west side of the parkway and reconstruct corners to provide more waiting space	3.566



2-16	32nd/Excelsior Intersection: Add bicycle and pedestrian crossing treatments, including colored pavement markings and two-stage queue boxes to facilitate bicycle route between the LRT station and Lake Calhoun	3.493
2-8	East Calhoun Pkwy at Lake and Lagoon Intersections: Add pedestrian scale lighting across intersection and along the new trail	3.480
2-19	Drew/Lake: Extend median through crosswalk to create buffer for pedestrians crossing Lake Street	3.373
2-15	32nd Street east of Excelsior: Add an eastbound counterflow bicycle lane and westbound sharrows to 32nd Street to provide bicycle access from 32nd Street (and West Lake LRT Station) to Lake Calhoun.	3.360
2-13	Calhoun Commons/Market Plaza driveway: Evaluate modifications to driveway access to Calhoun Commons (Whole Foods) on Market Plaza	3.329
2-10	Excelsior and Lake - Between Thomas and Market Intersection: Improve signage for drivers at Lake/Excelsior split to reduce confusion	3.237
2-18	31st/Chowen/32nd Loop: Design 32nd Street to include a two-way shared use path along the inside of the 31st/Chowen loop to provide better access from West Lake LRT station to Lake Calhoun.	3.216
2-A	West Lake Study Area: Improve traffic signal timing to reduce delays for vehicles	3.040
2-2	West Lake Station: Trail pull-off (additional pavement) to create wayside/rest area near LRT station and Chowen Ave entrance	2.907
2-1	West Lake Station: Warning devices to notify trail users of pedestrians crossing trail to access West Lake LRT station	2.878
2-14	Market Plaza/Excelsior Intersection: Extend eastbound left turn lane pavement marking to provide more storage for left turn vehicles	2.851
2-17	32nd/W Calhoun Blvd. Intersection: Realign W Calhoun Blvd intersection to the west to increase distance from Calhoun Pkwy intersection and reduce confusion	2.730

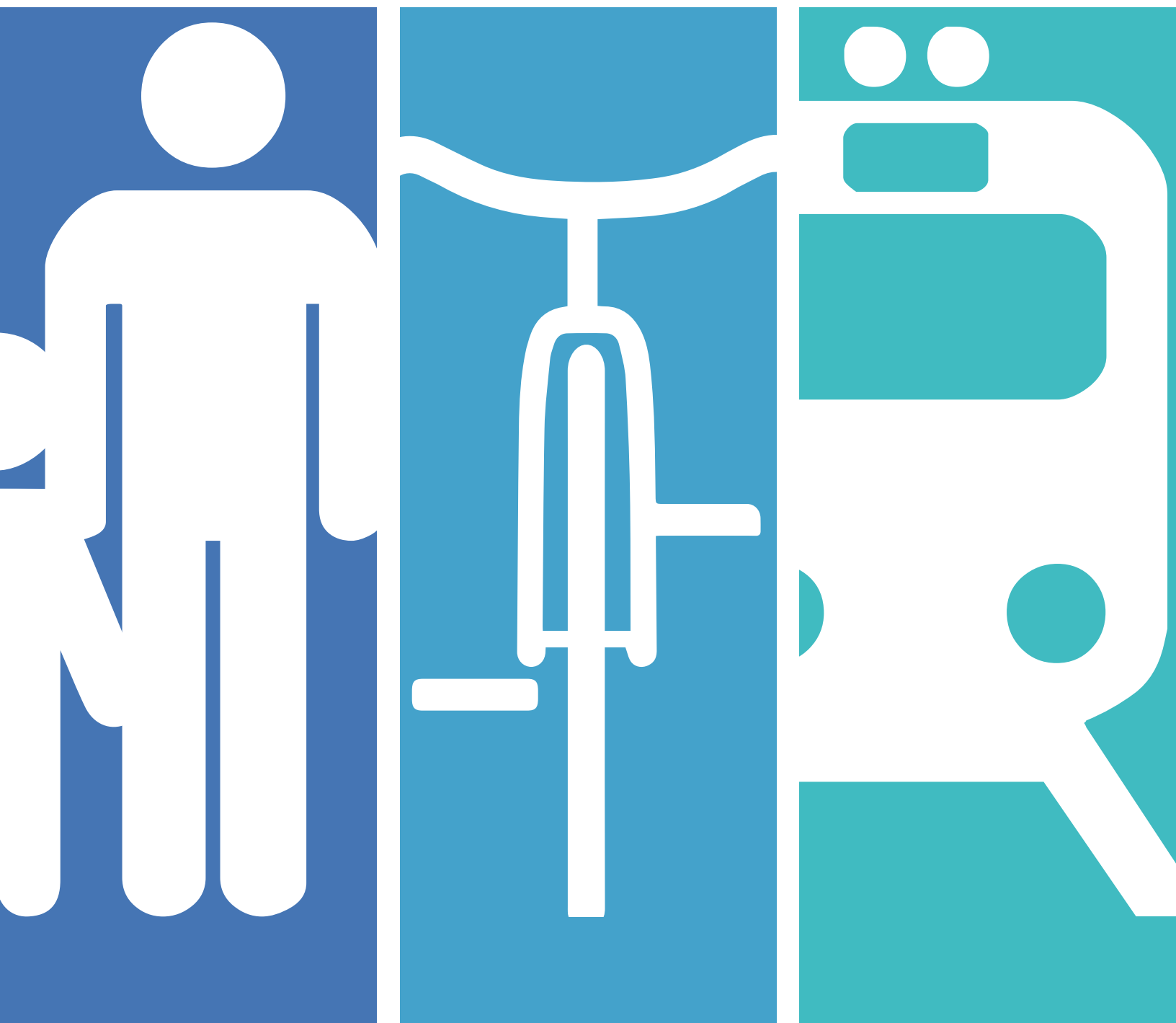
**Table 3: Level 3 Concept Prioritization Results**

ID	Concept Location & Description	Mean Score
3-19	Lake/Excelsior Intersection: Reconfigure intersection into two separate, simpler intersections. Add median to add pedestrian space, shorten crossings, and add gateway landscaping.	3.81
3-17	East Lake Calhoun Area: Identify routing and lighting improvements to address unclear and crowded pedestrian bicycle trails (and lack of consistent lighting)	3.78
3-5	Area between Excelsior Blvd and Lake Calhoun, south of Market Plaza: Construct off-street trail connection to make a clear connection between Lake Calhoun and Midtown Greenway	3.72
3-20	32nd/W Calhoun Pkwy Intersection: Bicycle and pedestrian crossing treatments of Pkwy such as colored pavement markings, signing, and raised intersection. This intersection would serve as the main bicycle entrance to Lake Calhoun from the West Lake LRT Station to the west.	3.72
3-14	Midtown Greenway - Dean - Calhoun Village: Determine the potential to add north-south pedestrian connections to Midtown Greenway from south (consistent with streetcar plans)	3.57
3-16	Project Study Area: Develop a wayfinding plan to direct pedestrians and bicyclists between for key destinations in the study area	3.54
3-12	Cedar Lake Pkwy/Sunset/Cedar Lk Rd: Add pedestrian and bicycle trail crossing markings across Cedar Lake Pkwy to improve connectivity between on-street bike lanes and trail. Add gateway treatments for entrance to Cedar Lake.	3.50

3-6	Excelsior Blvd between Lake and France: Reduce travel lane widths to provide space for a sidewalk on south side or to add a boulevard on the north side to provide additional separation between existing sidewalk and cars	3.45
3-18	France, Burnham, Sunset Blvd, and Ewing: Implement bikeway improvements on these roadways previously defined in Minneapolis Bicycle Plan	3.42
3-1	Lake Street from East Calhoun Parkway to Thomas Ave: Reduce travel lane widths to provide space for either a landscaped median or a landscaped boulevard to provide a buffer between the sidewalk/trail and cars at bridge to provide more trail width.	3.40
3-8	Excelsior Blvd and Lake St in project study area: - In coordination with improvements/redevelopment over time, fill lighting gaps and locate light poles outside sidewalk accessible path	3.37
3-7	Excelsior Blvd and Lake St in project study area: In coordination with improvements/redevelopment over time, relocate infrastructure (e.g. utility poles, fire hydrants) outside sidewalk accessible area to provide a clear walking path	3.35
3-9	France/Lake Intersection: Do further study to evaluate reducing lane widths to improve bike/pedestrian crossings. Evaluate potential for gateway treatment or transition between St Louis Park and Minneapolis	3.32
3-10	France/Excelsior Intersection: Reduce curb radius to slow turning motorists and reduce pedestrian crossing distances, extend median to provide additional buffer for pedestrians while crossing	3.32
3-15	Midtown Greenway - Dean - Calhoun Village: Determine the potential to add a parallel path south of the Midtown Greenway and future streetcar alignment (consistent with streetcar plans)	3.20
3-2	Market Plaza through Calhoun Village: Evaluate potential trail connection between Midtown Greenway and Market Plaza through Calhoun Village parking lot along east side of drive aisle (coordination with private property owner required).	3.20
3-4	Market Plaza/Excelsior Intersection: Add pavement markings to accommodate potential trail crossing through intersection.	3.15
3-13	St. Paul/Sunset near Cedar Lake Pkwy: Construct sidewalk along St. Paul to fill in gap in area of Cedar Lake Parkway and Sunset	3.14
3-21	Between Lake/Thomas Intersection and W. Lake of the Isles Parkway: Evaluate potential trail connection along east side of Thomas to north side of Greystar development across Midtown Greenway and through soccer fields (coordination with private property owners required).	3.04
3-3	Market Plaza: Reconfigure the street to provide space for a shared use trail on the east side of the roadway (cross section to be determined).	3.03
3-11	Cedar Lake Pkwy/Sunset/Cedar Lk Rd: Remove Depot Street connection to the west of the Sunset/Cedar Lake Pkwy intersection to reduce confusion and redundant movements.	2.69

# WEST LAKE MULTIMODAL TRANSPORTATION STUDY

## COMMUNITY ENGAGEMENT SUMMARY #3





## Introduction

This document summarizes community engagement for the last phase (Final Recommendations) of the West Lake Multimodal Transportation Study. At the third set of stakeholder outreach meetings, highlights from the final recommendations were shared with each group. The presentations were tailored to share the concepts in which each group would likely have interest. Attendees were directed to the project website for a complete list of concepts. As a result of comments at these meetings, some recommendations were further detailed or refined and new recommendations were added.

## Stakeholder Outreach Meetings

The project team facilitated outreach meetings with the following stakeholder groups to discuss the draft concepts prior to the workshop. The topics covered with each group are listed below.

- West Calhoun Neighborhood Council (WCNC) - January 12, 2016
  - Market Plaza
  - Calhoun Commons Driveway
  - 32<sup>nd</sup> Street
  - At-Grade Rail Crossing
  - Lake Street
  - Lake/Dean Intersection
- Cedar-Isles Dean Neighborhood Association (CIDNA) - January 13, 2016
  - Market Plaza
  - Calhoun Commons Driveway
  - At-Grade Rail Crossing
  - Lake Street
  - Lake/Dean Intersection
  - East Calhoun Parkway
- Minneapolis Bicycle Advisory Committee - January 19, 2016
  - Midtown Greenway / Kenilworth Roundabout
  - Lake Street
  - Market Plaza
  - East Calhoun Parkway
- Minneapolis Pedestrian Advisory Committee- January 21, 2016
  - Calhoun Commons Driveway
  - At-Grade Rail Crossing
  - Lake Street
  - Lake/Dean Intersection
  - East Calhoun Parkway
- Hennepin County Bicycle Advisory Committee - January 25, 2016
  - Midtown Greenway / Kenilworth Roundabout
  - Lake Street
  - Market Plaza
  - East Calhoun Parkway